

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for January 7, 2003 PLANNING COMMISSION MEETING -REVISED REPORT-

This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each application.

P.A.S.: Annexation #03002
Change of Zone #3411 from AG and AGR to H-4 and B-5
Special Permit #2046 for Planned Service Commercial in H-4
Use Permit #150

PROPOSAL: To allow 357,500 square feet of commercial and retail floor area (284,300 square feet on eight lots in B-5; 73,200 square feet on five lots in H-4).

LOCATION: Southeast of the intersection of South 84th Street and Highway 2.

WAIVER REQUESTS:

1. Eliminate the preliminary plat process.
2. Allow a cul-de-sac in excess of 1,000'.
3. Setbacks adjacent to outlots.
4. Sidewalk along Highway 2.
5. Transfer of sewage from one drainage basin to another.
6. Lot width to depth ratio.

LAND AREA: Approximately 53.52 acres.

CONCLUSION: Development consistent with this request has been anticipated at this location and was included as part of the original annexation agreement for Appian Way (now Prairie Lakes) on the north side of Highway 2. All the waivers except the lot width to depth ratio are justified, and with minor revisions to the plan this request complies with the Zoning Ordinance and Comprehensive Plan.

RECOMMENDATION:

Annexation #03002
Change of Zone #3411
Special Permit #2046

Conditional Approval
Approval
Conditional Approval

Use Permit #150	Conditional Approval
Waivers:	
Special Permit #2046:	
1. Eliminate the preliminary plat process.	Approval
2. Allow a cul-de-sac in excess of 1,000'.	Approval
3. Setbacks adjacent to outlots.	Approval
4. Sidewalk along Highway 2.	Approval
5. Transfer of sewage from one drainage basin to another.	Approval
6. Exceed the lot width to depth ratio.	Denial
Use Permit #150:	
1. Eliminate the preliminary plat process.	Approval
2. Allow a cul-de-sac in excess of 1,000'.	Approval
3. Setbacks adjacent to outlots.	Approval
4. Sidewalk along Highway 2.	Approval
5. Transfer of sewage from one drainage basin to another.	Approval

GENERAL INFORMATION:

LEGAL DESCRIPTIONS:

Annexation #03002 - Lots 78, 79, 80, 83, 108 and 109 I.T., located in the SW 1/4 of Section 23; Lot 81 I.T., located in the NW 1/4 of Section 23; a portion of the SW 1/4 of the NW 1/4 of Section 23; a portion of the NW 1/4 of the SW 1/4 of Section 23; and a portion of the SE 1/4 of the NE 1/4 of Section 22; and adjacent rights-of-way for S. 84th Street and S. 91st Street; all located in T9N, R7E, Lancaster County, Nebraska.

Change of Zone #3411 - See attached.

Special Permit #2046 - See attached.

Use Permit #150 - See attached.

EXISTING ZONING: AG Agriculture and AGR Agricultural Residential.

PROPOSED ZONING: H-4 General Commercial and B-5 Planned Regional Business

EXISTING LAND USE: Undeveloped.

SURROUNDING LAND USE AND ZONING:

North:	Regional Shopping Center	B5
South:	Agriculture, Residential	AG
East:	Residential	AG & AGR
West:	Agriculture, Residential	AG & AGR

ASSOCIATED HISTORY: November 5, 2001 - The annexation agreement covering the land on both sides of Highway 2 at South 91st Street was approved by the City Council.

November 5, 2001 - The preliminary plat and use permit for Appian Way (now Prairie Lakes) was approved by the City Council, north of Highway 2.

March 26, 2001 - The Southeast Lincoln/Highway 2 Subarea Plan was approved by the City Council.

COMPREHENSIVE PLAN SPECIFICATIONS:

Page F27 - Urban Growth Tiers - This site is within the City's Future Service Limit.

Page F95 - Bicycle and Trail Standards for Developing Areas - The Plan calls for the trail system to extend along both South 91st Street and the Omaha Public Power rail line.

Page F156 - Subarea Planning - Southeast Lincoln/Highway 2 Subarea Plan.

Southeast Lincoln/Highway 2 Subarea Plan:

Figure 2 - Designates office, service and residential transition uses for this site.

Page 9 - Promote a Desirable Entryway - Calls for a 400' wide open space corridor along this section of Highway 2.

Page 9 - Designates a regional shopping center at this location.

Page 10 - Commercial transition - Within commercial areas, office and lower intensity uses along with appropriate buffer areas should be developed as a transition to adjacent residential uses.

Page 13 - Entryway Corridor - To preserve the entryway corridor, the land use and transportation decisions are equally important as landscaping or architectural standards.

Page 57 - The Greenprint Challenge: Implementation Principles

-Obtain reasonably constrained regulations – Maintaining a balance between the natural and human built environment is always a delicate one. Planning policy and regulatory approaches employed in achieving the Plan's Vision and Greenprint Challenge should strive to be effective, tempered, pragmatic, circumscribed, and respectful of private property rights.

-Prevent the creation of a "wall-to-wall city" through the use of green space partitions – As cities and villages expand, establishing corridors and districts of green should be part of the

growth process. This often requires the advance delineation of these areas and the means for securing their on going maintenance.

-Establish effective incentives for natural resource feature preservation Securing the long term permanence of green space is a basic dilemma in natural resources planning. The use of "green space development incentives" (e.g., setting aside non-buildable areas, creating green space preserves, density bonuses) should be a primary consideration in implementing this Plan.

UTILITIES: All utilities are available to the site.

TRAFFIC ANALYSIS: The individual lots will be provided access with an internal private roadway system. The Subarea Plan shows the realigned South 84th and South 91st Streets as arterial streets. Highway 2 is also classified as an arterial street. The Capital Improvements Program (C.I.P.) currently identifies road improvements in South 84th Street in 2003-2004. South 91st Street for approximately 600' south of Highway 2 is to be built by the developer. The 1.9 million square feet of commercial floor area permitted by the Appian Way annexation agreement for the land on both sides of Highway 2 generate a certain number of vehicle trips which trigger road improvements addressed in the agreement. A total of 5,283 p.m. peak hour vehicle trips were allowed by the annexation agreement, with 1,239 of those trips assigned to this development.

ENVIRONMENTAL CONCERNS: The revised plans show that the on-site delineated wetlands will not be retained. It is noted that mitigation is provided off-site per a plan approved by Department of the Army Permit #NE 2001-10474.

AESTHETIC CONCERNS: Highway 2 is a major entryway into Lincoln. Enhancing the appearance of this entryway by preserving open space and regulating land use in proximity to the highway is a key component of the subarea plan, which calls for a 400'-wide open space corridor in this area. The 400' corridor is maintained with this development.

ANALYSIS:

1. These applications were first considered by the Planning Commission during the June 25, 2003 hearing. At his request, the applicant was granted a deferral until January 7, 2004. During that time the project has been revised and now includes a special permit for planned service commercial in H-4. Additionally, the change of zone request has been modified to include H-4.
2. Most all the area requested to be annexed was previously included in the annexation agreement for the Appian Way regional shopping center approved in 2001. That agreement assigns financial responsibility for public improvements including streets, sewer, and water. The part of this development not included in that agreement is approximately the south one-half of Lot 4, Block 2, and all of Lot 5, Block 2. The owner

is seeking to have these lots exempted from impact fees. Staff does not support this request and it must be approved by the City Council. The owner will be required to enter into an annexation agreement with the City for those areas not covered by a previous agreement. Among the items the agreement will address are financial responsibility for impact fees and site-related improvements, if any.

3. As noted previously, the annexation agreement also established a maximum number of vehicle trips for both the north and south commercial areas (north and south of Highway 2) based upon the infrastructure improvements planned for the area. The special permit and use permit combined show a mix of land uses that generates 1,160 p.m. peak hour trips, compared to the 1,239 trips allocated for this development in the agreement.
4. This area is contiguous to the city, is within the Future Service Limit, and the proposed annexation is in conformance with the Comprehensive Plan.
5. The most significant modification to the site layout is that Amber Hill Road now terminates in a cul-de-sac at the applicant's request. Staff had previously sought to have Amber Hill Road extend through the development and intersect with South 91st Street to enhance access, connectivity and reduce pressure on arterial streets. However, after several meetings with the applicant and further review, staff has reconsidered the street layout and does not oppose the one shown. Staff found that extending the street did little to reduce the number of turning movements at the major intersections in the area, and that it also created a potential conflict due to vehicle stacking in the eastbound left turn lane on South 91st Street at the railroad crossing.
6. A request to exceed the 1,000' maximum cul-de-sac length has been requested. For the reasons noted previously, terminating the street short of South 91st Street as a cul-de-sac is acceptable. Additionally, lots at the end of the cul-de-sac can also be accessed from South 91st Street.
7. The Comprehensive Plan designates commercial, retail and transition uses for this site. The proposed uses shown on the site plan have been modified from the original plan and are in general compliance with the Plan. Previously, one concern was the transition areas along South 84th and 91st Streets, which were included to enhance compatibility with those lands adjacent to the east and west and designated for future residential land uses. The South 84th Street frontage is buffered by outlots, and the allowed uses on these lots are limited to sit-down restaurants. Along the South 91st Street frontage, the allowed uses exclude 24-hour business operations such as gas stations or convenience stores. However, the exclusion should be expanded to also include drive-thru restaurants.

8. A waiver to the setbacks for lots adjacent to outlots has been requested and is acceptable with one exception. South 87th Street is the entryway from Highway 2 into the development, and the lots on either side should maintain a 50' setback (the required front setback in both the B-5 and H-4 districts) to preserve an open space corridor into the area.

The setbacks from Highway 2 and South 91st Street are delineated by undevelopable outlots. It is the intent that these open spaces act as buffers, and that they be well landscaped and well maintained. To help ensure this is achieved, the entire frontages along South 84th and 91st Streets should be landscaped consistent with the design standard for H-4 adjacent to residential.

9. A waiver to the lot depth to width ratio is requested for Lot 4, Block 3, as the Land Subdivision Ordinance requires that lots less than 100' in width not exceed a 3:1 depth to width ratio. The stated use for this lot is mini-warehousing, and presumably the waiver is requested to accommodate the narrow lot configuration designed specifically for this use. However, for lots in office and commercial districts such as this one, the Land Subdivision Ordinance allows lots that are at least 100' wide a 5:1 depth to width ratio. Increasing the width of this lot by 25' will eliminate the need for a waiver, and will enhance the future development potential of this lot if the mini-warehousing is ever replaced. There is no substantial justification for this waiver and it should be denied.
10. Several modifications are required for the sewer, water, and drainage and grading plan. Those changes are identified in the review from Public Works and Utilities and must be made for these applications to comply with applicable standards. Public Works also notes that the waiver request to transfer sewage from one drainage basin to another is acceptable.
11. Financial responsibility for improvements to South 84th and 91st Streets are also addressed in the annexation agreement for Appian Way. However, the plan needs to be revised to reflect the following items concerning streets:
 - A. A curb and gutter section including left-turn lanes should be shown for the full length of South 84th Street that abuts this property.
 - B. Amber Hill Road on the west side of the intersection with South 84th Street may need to be reconstructed to match the lane configuration shown on the east side of the intersection.
 - C. A dual left-turn lane no less than 175' in length should be shown in South 87th Street at the Highway 2 intersection as shown in the August 17, 2000 traffic study.

D. The traffic study should be revised to show the assumed trips from the identified uses in this plan and the traffic distribution of these trips at the public street intersections with the streets in this plat.

E. Dimensions and geometry for all internal streets must be shown to ensure compliance with Design Standards. Also, common access drives should be shown at shared property lines to minimize traffic conflicts on the road system.

F. The proposed driveway for Lot 4, Block 2 needs to be adjusted to be aligned with the Cheney connector intersection. A common access easement needs to be shown in Lot 4, Block 2 from the proposed driveway off of South 91st Street to Lot 5, Block 2 as direct access to South 91st from Lot 5, Block 2 will not be allowed. If a drive is to be allowed, both lots should take access to it.

12. The application includes a request to waive sidewalks along Highway 2. If granted, it is consistent with similar waivers previously granted to other commercial developments in the area including Appian Way to the north, and Pine Lake Plaza located on the west side of South 84th Street at Highway 2, as sidewalks are not desirable along the highway. However, sidewalks need to be shown along the east side of South 84th Street, the west side of South 91st Street, and along both sides of all streets internal to the development. A pedestrian sidewalk connection to the bike trail between Lots 2 and 3, Block 3, should also be shown.
13. The subarea plan identifies open space corridors along Highway 2, South 84th, and South 91st Streets. It specifically calls for a 400' open space corridor along Highway 2 - a 225' wide strip of open space for this corridor was established along the north side of Highway 2 when Appian Way was approved. The site plan has been revised to show a 175' setback for buildings along Highway 2 as requested, thus maintaining the 400' wide corridor along the highway. For clarity, the note on the plan should be amended to state "175' Setback to Buildings and Parking".
14. The landscape plans for individual lots will be deferred until the time building permits are issued. However, at the time of final platting, street trees will be required along all the streets (public or private), and must include the type, number, and spacing of all street trees in compliance with Design Standards. Additionally, all trees and landscaping along Highway 2 will be required to be on private property.
15. A wetland area exists on the site plan, and the application indicates this site is included in a wetland study completed by Olsson Associates in 1999 that includes an off-site mitigation plan approved by Department of the Army Permit #NE 2001-10474. On the previous plan, the wetland area was to be left undisturbed and served as an open space amenity for the development. On the current plan, it has been removed and is

included as part of Lots 2 and 3, Block 1, and Lot 1, Block 4. The original concept of leaving the wetland undisturbed to serve as an amenity was consistent with the Comprehensive Plan and it should continue to be shown as part of the development.

16. This development abuts one of Lincoln's major entryway corridors. Mixed use centers should contain buildings which relate to one another as an urban grouping. Other major shopping centers in Lincoln such as Lenox Village, Willowbrook, and South Pointe Pavilions have provided an architectural theme for their developments. In the previous report, staff noted that such a theme is also part of the Prairie Lakes development on the north side of Highway 2, and that an architectural theme compatible with Prairie Lakes be included with this project. One has been submitted with the revised plans that incorporates design elements consistent with Prairie Lakes, and that should serve to enhance the appearance and compatibility of this project.

CONDITIONS:

Annexation #03002

1. The owner(s) will enter into an annexation with the City.

Special Permit #2046

Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

1.1 Revise the site plan to show:

- 1.1.1 An amended note for Lot 5, Block 2 to the Land Use Table stating "SERVICE STATIONS, CONVENIENCE STORES, AND FAST-FOOD RESTAURANTS/DRIVE-THRU RESTAURANTS ARE PROHIBITED."
- 1.1.2 A curb and gutter section including left-turn lanes for the full length of South 84th Street that abuts this property.
- 1.1.3 Amber Hill Road on the west side of the intersection with South 84th Street reconstructed to match the lane configuration shown on the east side of the intersection if required by Public Works.
- 1.1.4 A dual left-turn lane no less than 175' in length in South 87th Street at the Highway 2 intersection as shown in the August 17, 2000 traffic study.

- 1.1.5 Dimensions and geometry for all internal streets in compliance with Design Standards. Also, common access drives must be shown at shared property lines.
- 1.1.6 The proposed driveway for Lot 4, Block 2 adjusted to be aligned with the Cheney connector intersection.
- 1.1.7 Sidewalks along the east side of South 84th Street, the west side of South 91st Street, and along both sides of all other streets and private roadways except Highway 2.
- 1.1.8 Note #16 revised to include “the uses in the land use table may be revised by administrative amendment”, and deleting “at the time of building permits”.
- 1.1.9 A revised landscape plan approved by Parks and Recreation Department, including landscaping along South 84th and 91st Streets consistent with the design standard for H-4 adjacent to residential.
- 1.1.10 The text on Sheet 1 of 7 identifying the setbacks along Highway 2 and South 91st Street amended to state “175' Setback to Buildings and Parking”, and “50' Setback to Buildings and Parking”.
- 1.1.11 Note #21 on Sheet 1 of 7 revised to identify the intersections being described.
- 1.1.12 Note #13 on Sheet 1 of 7 revised to apply to only the B-5 district.
- 1.1.13 A note stating that off-premise signs are prohibited.
- 1.2 Revised utility, grading and drainage plans approved by Public Works and Utilities.
- 1.3 The traffic study revised to show the assumed trips from the identified uses in this plat and the traffic distribution of these trips at the public street intersections with the streets in this plat.
- 2. This approval permits 73,200 square feet of commercial and retail floor area with waivers to the preliminary plat process, to allow a cul-de-sac in excess of 1,000', to reduce setbacks from 20' to 0' adjacent to outlots, to not require a sidewalk along Highway 2, and to allow the transfer of sewage from one drainage basin to another.

General:

3. Before receiving building permits:
 - 3.1 The permittee shall have submitted a revised and reproducible final plan including 6 copies and the plans are acceptable.
 - 3.2 The construction plans shall comply with the approved plans.
 - 3.3 Final Plats shall be approved by the Planning Director consistent with the approved use permit.

Standard:

4. The following conditions are applicable to all requests:
 - 4.1 Before occupying the buildings all development and construction shall have been completed in compliance with the approved plans.
 - 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established association approved by the City Attorney.
 - 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
 - 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
 - 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Use Permit #150

Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

1.1 Revise the site plan to show:

- 1.1.1 A curb and gutter section including left-turn lanes for the full length of South 84th Street that abuts this property.
- 1.1.2 Amber Hill Road on the west side of the intersection with South 84th Street reconstructed to match the lane configuration shown on the east side of the intersection if required by Public Works.
- 1.1.3 A dual left-turn lane no less than 175' in length in South 87th Street at the Highway 2 intersection as shown in the August 17, 2000 traffic study.
- 1.1.4 Dimensions and geometry for all internal streets in compliance with Design Standards. Also, common access drives must be shown at shared property lines.
- 1.1.5 The proposed driveway for Lot 4, Block 2 adjusted to be aligned with the Cheney connector intersection.
- 1.1.6 Sidewalks along the east side of South 84th Street, the west side of South 91st Street, and along both sides of all other streets except Highway 2.
- 1.1.7 A pedestrian easement between Lots 2 and 3, Block 3 to the bike trail.
- 1.1.8 Note #16 revised to include "the uses in the land use table may be revised by administrative amendment", and deleting "at the time of building permits".
- 1.1.9 A revised landscape plan approved by Parks and Recreation Department, including landscaping along South 84th and 91st Streets consistent with the design standard for H-4 adjacent to residential.
- 1.1.10 The wetland between Lots 2 and 3, Block 1 remaining.

- 1.1.11 The text on Sheet 1 of 7 identifying the setbacks along Highway 2 and South 91st Street amended to state “175' Setback to Buildings and Parking”, and “50' Setback to Buildings and Parking”.
- 1.1.12 Note #13 on Sheet 1 of 7 revised to apply to only the B-5 district.
- 1.1.13 A 50' setback along South 87th Street.
- 1.2 Revised utility, grading and drainage plans approved by Public Works and Utilities.
- 1.3 The traffic study revised to show the assumed trips from the identified uses in this plat and the traffic distribution of these trips at the public street intersections with the streets in this plat.
- 2. This approval permits 284,300 square feet of commercial and retail floor area with waivers to the preliminary plat process, to allow a cul-de-sac in excess of 1,000', to reduce setbacks from 20' to 0' adjacent to outlots, to not require a sidewalk along Highway 2, and to allow the transfer of sewage from one drainage basin to another.

General:

- 3. Before receiving building permits:
 - 3.1 The permittee shall have submitted a revised and reproducible final plan including 6 copies and the plans are acceptable.
 - 3.2 The construction plans shall comply with the approved plans.
 - 3.3 Final Plats shall be approved by the Planning Director consistent with the approved use permit.

Standard:

- 4. The following conditions are applicable to all requests:
 - 4.1 Before occupying the buildings all development and construction shall have been completed in compliance with the approved plans.

- 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established association approved by the City Attorney.
- 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
- 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
- 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

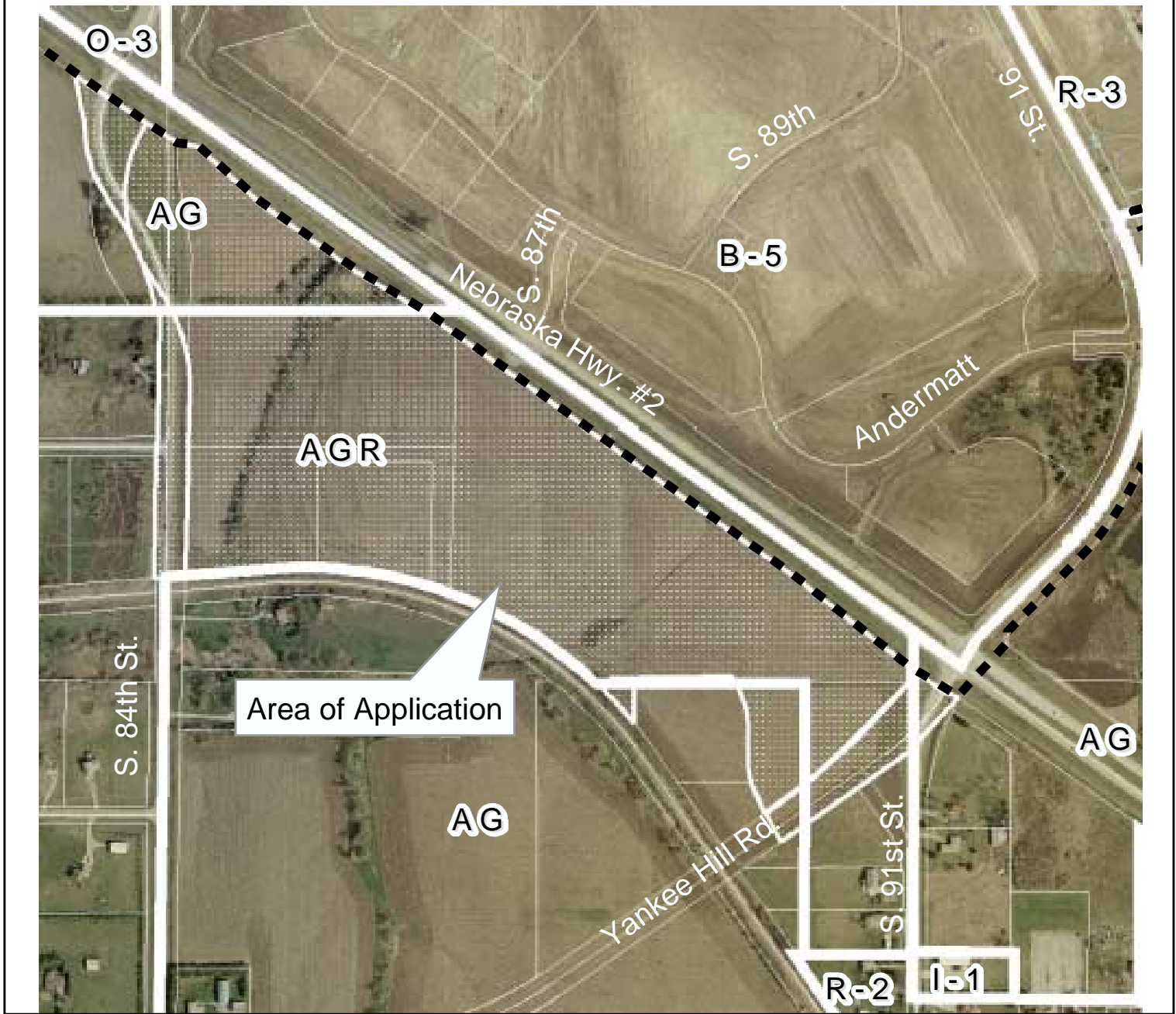
Prepared by:

Brian Will, AICP
Planner
December 23, 2003

APPLICANT: Eiger Corporation
RR#1, Box 93A
Adams, NE 68301 432-8975

CONTACT: Al Jambor
HWS Consulting
825 J Street
Lincoln, NE 68508

OWNER: Andermatt, LLC
RR#1, Box 93A
Adams, NE 68301

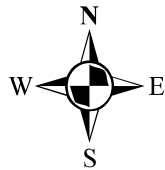
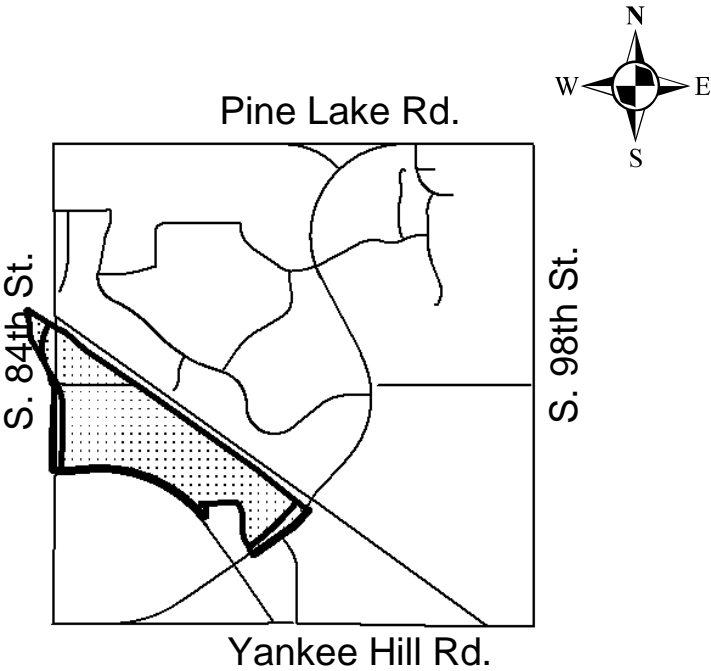
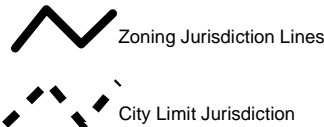


Annexation #03002 **S 91st St. & Hwy #2** **Appian Way Regional Center**

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile
 Sec. 23 T09N R07E



APPIAN WAY REGIONAL CENTER, PHASE 2

LEGAL DESCRIPTION FOR ANNEXATION

DEC 11 2003

A TRACT OF LAND COMPOSED OF LOTS 78, 79, 80, 83, 108 AND 109, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, ALL OF LOT 81, IRREGULAR TRACT, LOCATED IN THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23 AND A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER SECTION 23; THENCE S 89°52'54" E, ASSUMED BEARING, ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION A DISTANCE OF 8.32 FEET TO THE FUTURE EASTERLY RIGHT OF WAY LINE OF SOUTH 84TH STREET AND THE POINT OF BEGINNING, SAID POINT ALSO BEING A POINT ON A 585.00 FOOT RADIUS CURVE, CONCAVE TO THE WEST, THE CENTER OF SAID CURVE BEARS S 63°08'06" W FROM SAID POINT; THENCE NORTHWESTERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 5°19'51" AN ARC DISTANCE OF 54.43 FEET, THE CHORD OF SAID CURVE BEARS N 29°31'49" W, A DISTANCE OF 54.41 FEET; THENCE N 32°11'45" W ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 136.19 FEET TO THE POINT OF CURVATURE OF A 465.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°50'15" AN ARC DISTANCE OF 39.26 FEET, THE CHORD OF SAID CURVE BEARS N 29°46'38" W, A DISTANCE OF 39.25 FEET; THENCE N 62°38'30" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 5.00 FEET TO A POINT ON A 460.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°22'59" AN ARC DISTANCE OF 452.67 FEET, THE CHORD OF SAID CURVE BEARS N 00°49'59" E, A DISTANCE OF 434.63 FEET; THENCE N 29°01'29" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 39.29 FEET TO THE INTERSECTION WITH THE FUTURE SOUTHERLY NEBRASKA HIGHWAY NO. 2 RIGHT OF WAY LINE; THENCE S 58°04'03" E ALONG SAID FUTURE SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 125.63 FEET TO AN INTERSECTION OF THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF NEBRASKA HIGHWAY NO. 2 AND THE EASTERLY EXISTING SOUTH 84TH STREET RIGHT OF WAY LINE; THENCE S 74°45'16" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 74.68 FEET; THENCE S 48°10'50" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 301.81 FEET; THENCE S 54°27'15" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE S 58°59'08" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 290.85 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE S 54°27'18" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1615.21 FEET; THENCE S 51°36'51" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 506.12 FEET TO THE WESTERLY SOUTH 91ST STREET RIGHT OF WAY LINE, SAID LINE BEING LOCATED 33.00 FEET WESTERLY OF, PERPENDICULAR MEASUREMENT, AND PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER SECTION; THENCE S 00°12'24" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 53.68 FEET TO THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 23; THENCE S 00°12'37" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 4.62 FEET TO THE NORTHERLY YANKEE HILL ROAD RIGHT OF WAY LINE; THENCE S 44°20'31" W

APPIAN WAY REGIONAL CENTER, PHASE 2

LEGAL DESCRIPTION FOR ANNEXATION

DEC 11 2003

ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 285.77 FEET TO THE POINT OF CURVATURE OF A 1935.00 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°58'31" AN ARC DISTANCE OF 370.66 FEET, THE CHORD OF SAID CURVE BEARS S 49°49'48" W, A DISTANCE OF 370.09 FEET; THENCE S 55°18'59" W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 31.13 FEET TO THE FUTURE WESTERLY RIGHT OF WAY LINE OF AMBER HILL ROAD; THENCE N 24°41'05" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 76.15 FEET TO THE POINT OF CURVATURE OF A 283.00 FOOT RADIUS CURVE CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°39'05" AN ARC DISTANCE OF 121.76 FEET, THE CHORD OF SAID CURVE BEARS N 12°21'32" W, A DISTANCE OF 120.82 FEET. THENCE N 00°02'00" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 109.79 FEET TO THE POINT OF CURVATURE OF A 331.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 34°18'58" AN ARC DISTANCE OF 198.25 FEET, THE CHORD OF SAID CURVE BEARS N 17°11'29" W, A DISTANCE OF 195.30 FEET TO THE SOUTHERLY LINE OF AN EXISTING LINCOLN ELECTRIC SYSTEM TRANSMISSION LINE EASEMENT RECORDED AS INSTRUMENT NUMBER 95-12607 AT THE LANCASTER COUNTY REGISTER OF DEEDS; THENCE S 89°01'14" W ALONG SAID EASEMENT LINE, A DISTANCE OF 431.95 FEET; THENCE S 59°00'27" E A DISTANCE OF 22.10 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER SECTION 23; THENCE N 89°58'00" E ALONG SAID QUARTER SECTION LINE, A DISTANCE OF 67.89 FEET; THENCE S 00°02'00" E A DISTANCE OF 146.74 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE OMAHA PUBLIC POWER DISTRICT'S RAILROAD LINE AND A POINT ON A 1494.43 FOOT RADIUS NON-TANGENT CURVE, CONCAVE TO THE SOUTH, THE CENTER OF SAID CURVE BEARS S 50°54'19" W FROM SAID POINT; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°34'19" AN ARC DISTANCE OF 1449.47 FEET, THE CHORD OF SAID CURVE BEARS N 66°52'50" W, A DISTANCE OF 1393.32 FEET; THENCE S 85°20'00" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 303.52 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF 84TH STREET, SAID POINT LOCATED 70.00 EASTERLY OF, PERPENDICULAR MEASUREMENT, THE WEST LINE OF SAID SOUTHWEST QUARTER SECTION 23; THENCE N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 167.34 FEET TO A FUTURE CORNER OF SAID SOUTHERLY RIGHT OF WAY LINE; THENCE N 02°10'26" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 60.05 FEET; THENCE N 01°25'12" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 427.70 FEET TO THE POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 28°17'02" AND ARC DISTANCE OF 288.78 FEET, THE CHORD OF SAID CURVE BEARS N 12°43'23" W, A DISTANCE OF 285.86 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION AND THE POINT OF BEGINNING, CONTAINING AN AREA OF 2,331,458.93 SQUARE FEET (53.52 ACRES) MORE OR LESS.

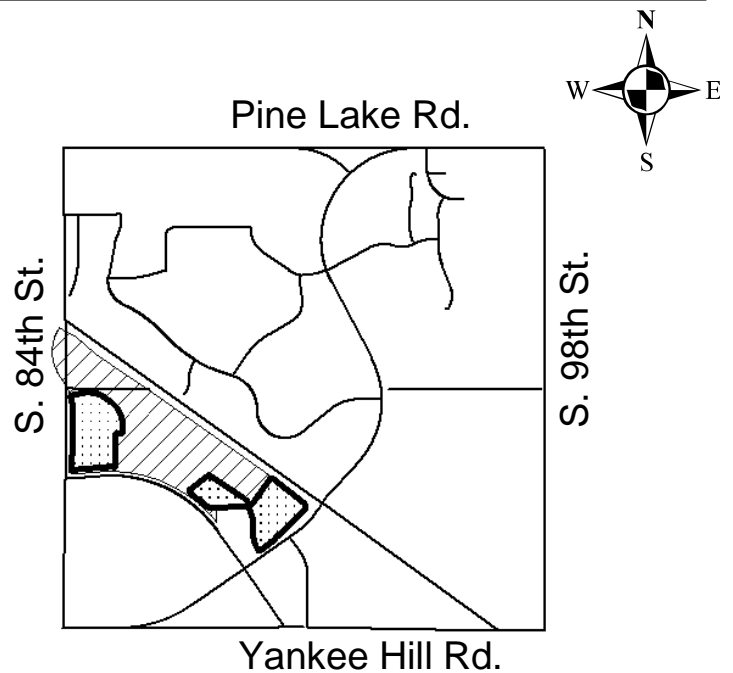
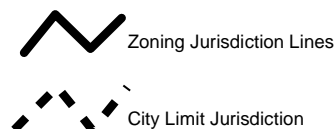


Change of Zone #3411 **S 91st St. & Hwy #2** **Appian Way Regional Center**

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
 Sec. 23 T09N R07E



APPIAN WAY REGIONAL CENTER, PHASE 2

DEC 11 2003

FOR CHANGE OF ZONE FROM AG TO H-4 (EASTERLY)

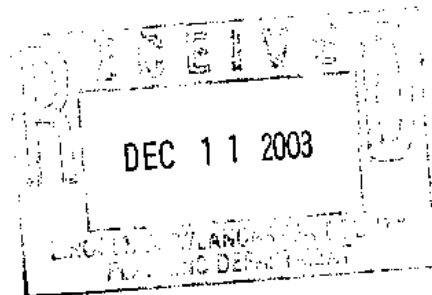
A TRACT OF LAND COMPOSED OF A PART OF LOT 78 AND ALL OF LOT 108, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 108, SAID CORNER BEING ON THE EXISTING WESTERLY SOUTH 91ST STREET 33.00 FOOT RIGHT-OF-WAY LINE; THENCE S 00°12'37" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 4.62 FEET TO THE NORTHERLY YANKEE HILL ROAD RIGHT OF WAY LINE; THENCE S 44°20'31" W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 285.77 FEET TO THE POINT OF CURVATURE OF A 1935.00 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°58'31" AN ARC DISTANCE OF 370.66 FEET, THE CHORD OF SAID CURVE BEARS S 49°49'48" W, A DISTANCE OF 370.09 FEET; THENCE S 55°18'59" W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 31.13 FEET TO THE FUTURE WESTERLY RIGHT OF WAY LINE OF AMBER HILL ROAD; THENCE N 24°41'05" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 76.15 FEET TO THE POINT OF CURVATURE OF A 283.00 FOOT RADIUS CURVE CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°39'05" AN ARC DISTANCE OF 121.76 FEET, THE CHORD OF SAID CURVE BEARS N 12°21'32" W, A DISTANCE OF 120.82 FEET. THENCE N 00°02'00" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 109.79 FEET TO THE POINT OF CURVATURE OF A 331.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 34°18'58" AN ARC DISTANCE OF 198.25 FEET, THE CHORD OF SAID CURVE BEARS N 17°11'29" W, A DISTANCE OF 195.30 FEET TO THE SOUTHERLY LINE OF AN EXISTING LINCOLN ELECTRIC SYSTEM TRANSMISSION LINE EASEMENT RECORDED AS INSTRUMENT NUMBER 95-12607 AT THE LANCASTER COUNTY REGISTER OF DEEDS; THENCE S 89°01'14" W ALONG SAID EASEMENT LINE, A DISTANCE OF 421.42 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE, CONCAVE TO THE SOUTH; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°15'22" AN ARC DISTANCE OF 303.41 FEET, THE CHORD OF SAID CURVE BEARS N 51°04'46" W, A DISTANCE OF 302.92 FEET; THENCE N 54°44'21" E, A DISTANCE OF 282.41 FEET; THENCE S 57°04'22" E, A DISTANCE OF 425.17 FEET TO THE POINT OF CURVATURE OF A 369.50 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHWEST; THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°15'29" AN ARC DISTANCE OF 137.09 FEET, THE CHORD OF SAID CURVE BEARS S 46°26'38" E, A DISTANCE OF 136.31 FEET; THENCE N 56°35'33" E, A DISTANCE OF 36.02 FEET; THENCE N 35°32'47" E, A DISTANCE OF 346.74 FEET TO A POINT ON THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF NEBRASKA HIGHWAY NO. 2; THENCE S 51°36'51" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 463.01 FEET TO THE WESTERLY SOUTH 91ST STREET RIGHT OF WAY LINE, SAID LINE BEING LOCATED 33.00 FEET WESTERLY OF, PERPENDICULAR MEASUREMENT, AND PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER SECTION; THENCE S 00°12'24" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 53.68 FEET TO THE POINT OF BEGINNING, CONTAINING AN AREA OF 397,339.07 SQUARE FEET (9.12 ACRES) MORE OR LESS.

APPIAN WAY REGIONAL CENTER, PHASE 2
FOR CHANGE OF ZONE FROM AG TO H-4 (WESTERLY)

A TRACT OF LAND COMPOSED OF A PART OF LOTS 79, 80 AND 83, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, AND A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF SAID LOT 79, SAID POINT BEING LOCATED ON THE EXISTING EASTERLY RIGHT OF WAY LINE OF 84TH STREET AND 70.00 EASTERLY OF, PERPENDICULAR MEASUREMENT, THE WEST LINE OF SAID SOUTHWEST QUARTER SECTION 23; THENCE N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 117.10 FEET TO A FUTURE CORNER OF SAID SOUTHERLY RIGHT OF WAY LINE; THENCE N 02°10'26" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 60.05 FEET; THENCE N 01°25'12" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 427.70 FEET TO THE POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 20°45'19" AND ARC DISTANCE OF 211.91 FEET, THE CHORD OF SAID CURVE BEARS N 08°57'31" W, A DISTANCE OF 210.76 FEET; THENCE N 79°35'14" E, A DISTANCE OF 150.77 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 45°41'48" AND ARC DISTANCE OF 239.27 FEET, THE CHORD OF SAID CURVE BEARS S 77°33'52" E, A DISTANCE OF 232.98 FEET; THENCE S 54°42'58" E, A DISTANCE OF 83.46 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°56'08" AND ARC DISTANCE OF 287.64 FEET, THE CHORD OF SAID CURVE BEARS S 27°14'54" E, A DISTANCE OF 276.75 FEET; THENCE S 00°13'10" W, A DISTANCE OF 94.48 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 80; THENCE N 89°46'50" W, ALONG THE SOUTHERLY LINE OF SAID LOT 80, A DISTANCE OF 73.74 FEET; THENCE S 00°22'01" W, A DISTANCE OF 372.97 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°37'11" AND ARC DISTANCE OF 178.44 FEET, THE CHORD OF SAID CURVE BEARS S 88°38'35" W, A DISTANCE OF 178.34 FEET; THENCE S 85°20'00" W, A DISTANCE OF 298.67 FEET TO THE POINT OF BEGINNING, CONTAINING AN AREA OF 389,611.56 SQUARE FEET (8.94 ACRES) MORE OR LESS.



APPIAN WAY REGIONAL CENTER, PHASE 2

DEC 11 2003

FOR CHANGE OF ZONE FROM AG TO B-5

A TRACT OF LAND COMPOSED OF A PART OF LOTS 78, 79, 80, 83, ALL OF LOT 109, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, ALL OF LOT 81, IRREGULAR TRACT, LOCATED IN THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23 AND A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER SECTION 23;
THENCE S 89°52'54" E, ASSUMED BEARING, ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION A DISTANCE OF 8.32 FEET TO THE FUTURE EASTERLY RIGHT OF WAY LINE OF SOUTH 84TH STREET AND THE POINT OF BEGINNING, SAID POINT ALSO BEING THE POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE, CONCAVE TO THE WEST;
THENCE NORTHWESTERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 5°19'51" AN ARC DISTANCE OF 54.43 FEET, THE CHORD OF SAID CURVE BEARS N 29°31'49" W, A DISTANCE OF 54.41 FEET; THENCE N 32°11'45" W ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 136.19 FEET TO THE POINT OF CURVATURE OF A 465.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°50'15" AN ARC DISTANCE OF 39.26 FEET, THE CHORD OF SAID CURVE BEARS N 29°46'38" W, A DISTANCE OF 39.25 FEET; THENCE N 62°38'30" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 5.00 FEET TO A POINT ON A 460.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°22'59" AN ARC DISTANCE OF 452.67 FEET, THE CHORD OF SAID CURVE BEARS N 00°49'59" E, A DISTANCE OF 434.63 FEET; THENCE N 29°01'29" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 39.29 FEET TO THE INTERSECTION WITH THE FUTURE SOUTHERLY NEBRASKA HIGHWAY NO. 2 RIGHT OF WAY LINE; THENCE S 58°04'03" E ALONG SAID FUTURE SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 125.63 FEET TO AN INTERSECTION OF THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF NEBRASKA HIGHWAY NO. 2 AND THE EASTERLY EXISTING SOUTH 84TH STREET RIGHT OF WAY LINE; THENCE S 74°45'16" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 74.68 FEET; THENCE S 48°10'50" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 301.81 FEET; THENCE S 54°27'15" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE S 58°59'08" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 290.85 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE S 54°27'18" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1615.21 FEET; THENCE S 51°36'51" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 43.11 FEET; THENCE S 35°32'47" W, A DISTANCE OF 346.74 FEET; THENCE S 56°35'33" W, A DISTANCE OF 36.02 FEET TO THE POINT OF CURVATURE OF A 369.50 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHWEST; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°15'29" AN ARC DISTANCE OF 137.09 FEET, THE CHORD OF SAID CURVE BEARS N 46°26'38" W, A DISTANCE OF 136.31 FEET; THENCE N 57°04'22" W, A DISTANCE OF 425.17 FEET; THENCE S 54°44'21" W, A DISTANCE OF 282.41 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS

APPIAN WAY REGIONAL CENTER, PHASE 2

FOR CHANGE OF ZONE FROM AG TO B-5

CURVE, CONCAVE TO THE SOUTH; THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°15'22" AN ARC DISTANCE OF 303.41 FEET, THE CHORD OF SAID CURVE BEARS S 51°04'46" E, A DISTANCE OF 302.92 FEET TO A POINT ON THE SOUTHERLY LINE OF AN EXISTING LINCOLN ELECTRIC SYSTEM TRANSMISSION LINE EASEMENT RECORDED AS INSTRUMENT NUMBER 95-12607 AT THE LANCASTER COUNTY REGISTER OF DEEDS; THENCE S 89°01'14" W ALONG SAID EASEMENT LINE, A DISTANCE OF 10.53 FEET; THENCE S 59°00'27" E A DISTANCE OF 22.10 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER SECTION 23; THENCE N 89°58'00" E ALONG SAID QUARTER SECTION LINE, A DISTANCE OF 67.89 FEET; THENCE S 00°02'00" E A DISTANCE OF 146.74 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE OMAHA PUBLIC POWER DISTRICT'S RAILROAD LINE AND THE POINT OF CURVATURE OF A 1494.43 FOOT RADIUS CURVE, CONCAVE TO THE SOUTH; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°34'19" AN ARC DISTANCE OF 1449.47 FEET, THE CHORD OF SAID CURVE BEARS N 66°52'50" W, A DISTANCE OF 1393.32 FEET; THENCE S 85°20'00" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 303.52 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF 84TH STREET, SAID POINT LOCATED 70.00 EASTERLY OF, PERPENDICULAR MEASUREMENT, THE WEST LINE OF SAID SOUTHWEST QUARTER SECTION 23; THENCE N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 50.23 FEET; THENCE N 85°20'00" E, A DISTANCE OF 298.67 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°37'11" AND ARC DISTANCE OF 178.44 FEET, THE CHORD OF SAID CURVE BEARS N 88°38'35" E, A DISTANCE OF 178.34 FEET; THENCE N 00°22'01" E, A DISTANCE OF 372.97 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 80; THENCE S 89°46'50" E, ALONG THE SOUTHERLY LINE OF SAID LOT 80, A DISTANCE OF 73.74 FEET; THENCE N 00°13'10" E, A DISTANCE OF 94.48 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°56'08" AND ARC DISTANCE OF 287.64 FEET, THE CHORD OF SAID CURVE BEARS N 27°14'54" W, A DISTANCE OF 276.75 FEET; THENCE N 54°42'58" W, A DISTANCE OF 83.46 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 45°41'48" AND ARC DISTANCE OF 239.27 FEET, THE CHORD OF SAID CURVE BEARS N 77°33'52" W, A DISTANCE OF 232.98 FEET; THENCE S 79°35'14" W, A DISTANCE OF 150.77 FEET TO A POINT ON THE FUTURE EASTERLY RIGHT OF WAY LINE OF SOUTH 84TH STREET AND A POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°31'43" AND ARC DISTANCE OF 76.87 FEET, THE CHORD OF SAID CURVE BEARS N 23°06'03" W, A DISTANCE OF 76.81 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION AND THE POINT OF BEGINNING, CONTAINING AN AREA OF 1,544,508.30 SQUARE FEET (35.46 ACRES) MORE OR LESS.

DEC 22 2003

LANCASTER COUNTY REGISTER OF DEEDS

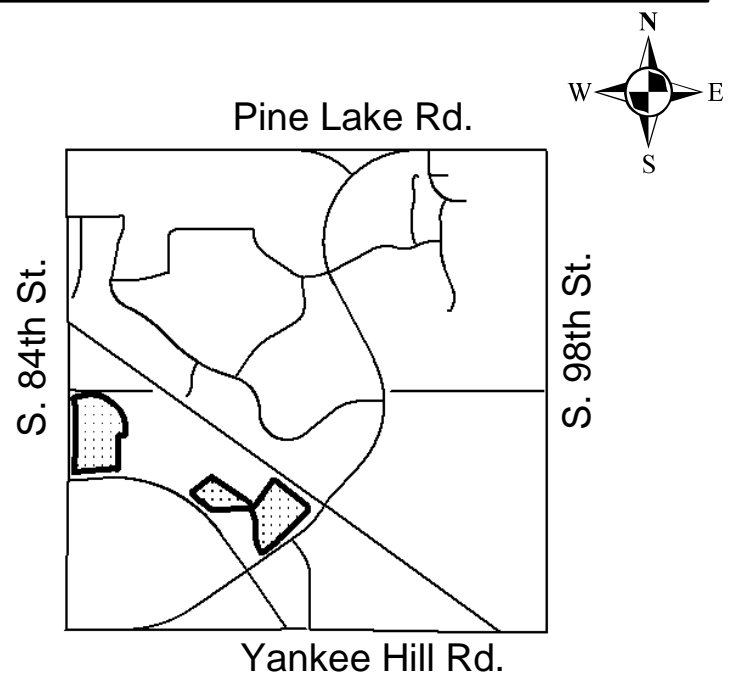
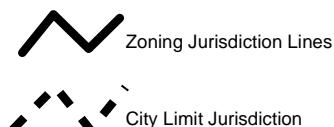


Special Permit #2046 **S 91st St. & Hwy #2** **Appian Way Regional Center**

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Convervation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
 Sec. 23 T09N R07E



DEC 11 2003

APPIAN WAY REGIONAL CENTER, PHASE 2
SPECIAL PERMIT LEGAL DESCRIPTION - EAST TRACT

[REDACTED]

ENCLOSURE BEARING
FILE NO. SEP 10 2003

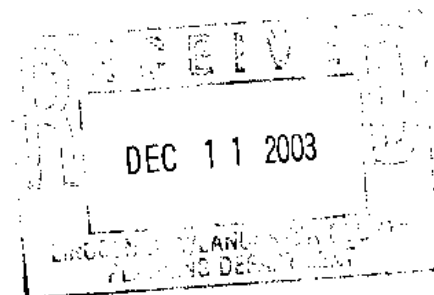
A TRACT OF LAND COMPOSED OF A PART OF LOT 78 AND ALL OF LOT 108, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

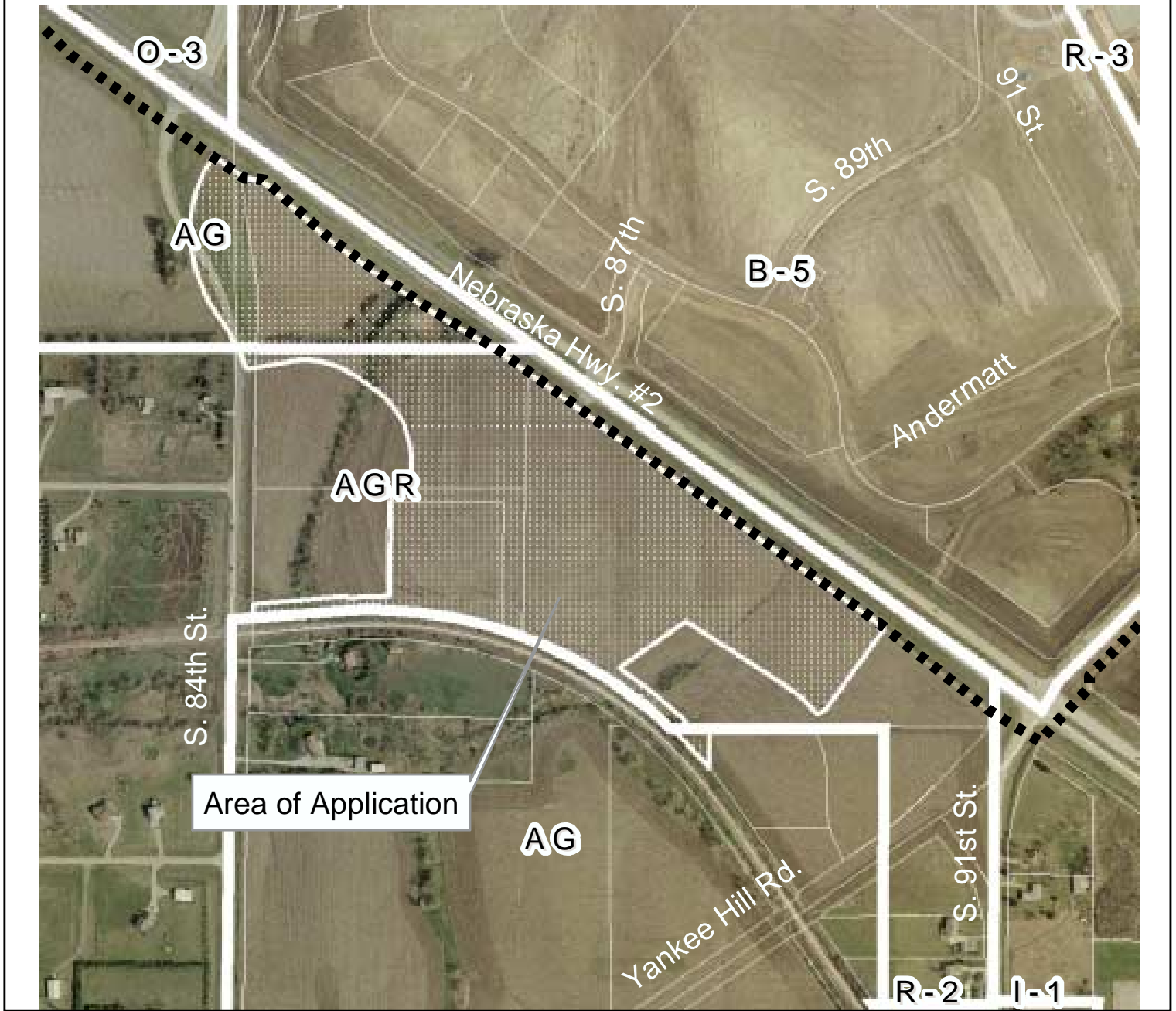
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 108, SAID CORNER BEING ON THE EXISTING WESTERLY SOUTH 91ST STREET 33.00 FOOT RIGHT-OF-WAY LINE; THENCE S 00°12'37" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 4.62 FEET TO THE NORTHERLY YANKEE HILL ROAD RIGHT OF WAY LINE; THENCE S 44°20'31" W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 285.77 FEET TO THE POINT OF CURVATURE OF A 1935.00 FOOT RADIUS CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°58'31" AN ARC DISTANCE OF 370.66 FEET, THE CHORD OF SAID CURVE BEARS S 49°49'48" W, A DISTANCE OF 370.09 FEET; THENCE S 55°18'59" W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 31.13 FEET TO THE FUTURE WESTERLY RIGHT OF WAY LINE OF AMBER HILL ROAD; THENCE N 24°41'05" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 76.15 FEET TO THE POINT OF CURVATURE OF A 283.00 FOOT RADIUS CURVE CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°39'05" AN ARC DISTANCE OF 121.76 FEET, THE CHORD OF SAID CURVE BEARS N 12°21'32" W, A DISTANCE OF 120.82 FEET. THENCE N 00°02'00" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 109.79 FEET TO THE POINT OF CURVATURE OF A 331.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 34°18'58" AN ARC DISTANCE OF 198.25 FEET, THE CHORD OF SAID CURVE BEARS N 17°11'29" W, A DISTANCE OF 195.30 FEET TO THE SOUTHERLY LINE OF AN EXISTING LINCOLN ELECTRIC SYSTEM TRANSMISSION LINE EASEMENT RECORDED AS INSTRUMENT NUMBER 95-12607 AT THE LANCASTER COUNTY REGISTER OF DEEDS; THENCE S 89°01'14" W ALONG SAID EASEMENT LINE, A DISTANCE OF 421.42 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE, CONCAVE TO THE SOUTH; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°15'22" AN ARC DISTANCE OF 303.41 FEET, THE CHORD OF SAID CURVE BEARS N 51°04'46" W, A DISTANCE OF 302.92 FEET; THENCE N 54°44'21" E, A DISTANCE OF 282.41 FEET; THENCE S 57°04'22" E, A DISTANCE OF 425.17 FEET TO THE POINT OF CURVATURE OF A 369.50 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHWEST; THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°15'29" AN ARC DISTANCE OF 137.09 FEET, THE CHORD OF SAID CURVE BEARS S 46°26'38" E, A DISTANCE OF 136.31 FEET; THENCE N 56°35'33" E, A DISTANCE OF 36.02 FEET; THENCE N 35°32'47" E, A DISTANCE OF 346.74 FEET TO A POINT ON THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF NEBRASKA HIGHWAY NO. 2; THENCE S 51°36'51" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 463.01 FEET TO THE WESTERLY SOUTH 91ST STREET RIGHT OF WAY LINE, SAID LINE BEING LOCATED 33.00 FEET WESTERLY OF, PERPENDICULAR MEASUREMENT, AND PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER SECTION; THENCE S 00°12'24" W ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 53.68 FEET TO THE POINT OF BEGINNING, CONTAINING AN AREA OF 397,339.07 SQUARE FEET (9.12 ACRES) MORE OR LESS.

**APPIAN WAY REGIONAL CENTER, PHASE 2
SPECIAL PERMIT LEGAL DESCRIPTION - WEST TRACT**

A TRACT OF LAND COMPOSED OF A PART OF LOTS 79, 80 AND 83, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, AND A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF SAID LOT 79, SAID POINT BEING LOCATED ON THE EXISTING EASTERLY RIGHT OF WAY LINE OF 84TH STREET AND 70.00 EASTERLY OF, PERPENDICULAR MEASUREMENT, THE WEST LINE OF SAID SOUTHWEST QUARTER SECTION 23; THENCE N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 50.23 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 117.10 FEET TO A FUTURE CORNER OF SAID SOUTHERLY RIGHT OF WAY LINE; THENCE N 02°10'26" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 60.05 FEET; THENCE N 01°25'12" E ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 427.70 FEET TO THE POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 20°45'19" AND ARC DISTANCE OF 211.91 FEET, THE CHORD OF SAID CURVE BEARS N 08°57'31" W, A DISTANCE OF 210.76 FEET; THENCE N 79°35'14" E, A DISTANCE OF 150.77 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 45°41'48" AND ARC DISTANCE OF 239.27 FEET, THE CHORD OF SAID CURVE BEARS S 77°33'52" E, A DISTANCE OF 232.98 FEET; THENCE S 54°42'58" E, A DISTANCE OF 83.46 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°56'08" AND ARC DISTANCE OF 287.64 FEET, THE CHORD OF SAID CURVE BEARS S 27°14'54" E, A DISTANCE OF 276.75 FEET; THENCE S 00°13'10" W, A DISTANCE OF 94.48 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 80; THENCE N 89°46'50" W, ALONG THE SOUTHERLY LINE OF SAID LOT 80, A DISTANCE OF 73.74 FEET; THENCE S 00°22'01" W, A DISTANCE OF 372.97 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°37'11" AND ARC DISTANCE OF 178.44 FEET, THE CHORD OF SAID CURVE BEARS S 88°38'35" W, A DISTANCE OF 178.34 FEET; THENCE S 85°20'00" W, A DISTANCE OF 298.67 FEET TO THE POINT OF BEGINNING, CONTAINING AN AREA OF 389,611.56 SQUARE FEET (8.94 ACRES) MORE OR LESS.



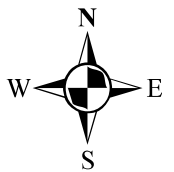
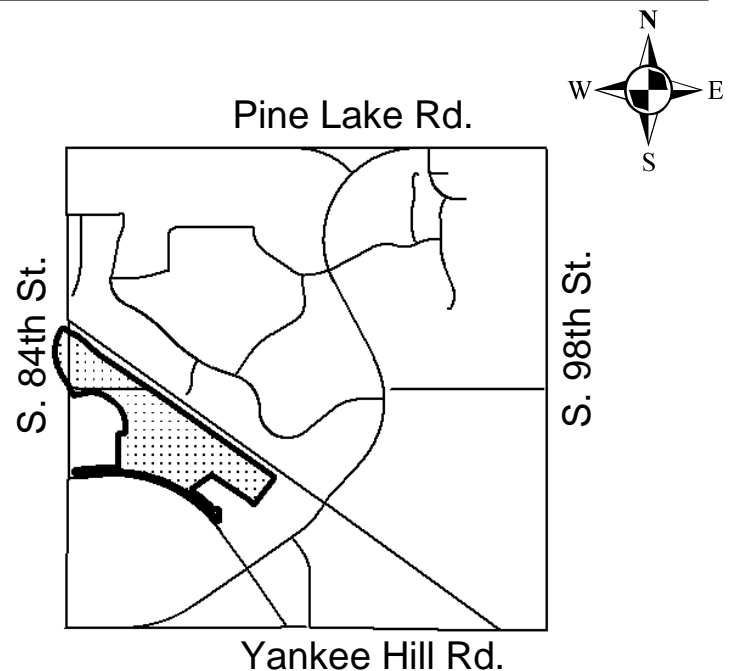
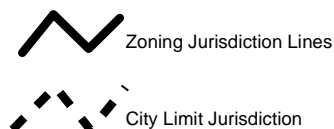


Use Permit #150 **S 91st St. & Hwy #2** **Appian Way Regional Center**

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Convervation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile
 Sec. 23 T09N R07E



APPIAN WAY REGIONAL CENTER, PHASE 2
USE PERMIT LEGAL DESCRIPTION

DEC 11 2003

A TRACT OF LAND COMPOSED OF A PART OF LOTS 78, 79, 80, 83, ALL OF LOT 109, IRREGULAR TRACTS, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 23, ALL OF LOT 81, IRREGULAR TRACT, LOCATED IN THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 23, A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23 AND A PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, ALL IN TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA, DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER SECTION 23; THENCE S 89°52'54" E, ASSUMED BEARING, ALONG THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION A DISTANCE OF 8.32 FEET TO THE FUTURE EASTERLY RIGHT OF WAY LINE OF SOUTH 84TH STREET AND THE POINT OF BEGINNING, SAID POINT ALSO BEING THE POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE, CONCAVE TO THE WEST; THENCE NORTHWESTERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 5°19'51" AN ARC DISTANCE OF 54.43 FEET, THE CHORD OF SAID CURVE BEARS N 29°31'49" W, A DISTANCE OF 54.41 FEET; THENCE N 32°11'45" W ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 136.19 FEET TO THE POINT OF CURVATURE OF A 465.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°50'15" AN ARC DISTANCE OF 39.26 FEET, THE CHORD OF SAID CURVE BEARS N 29°46'38" W, A DISTANCE OF 39.25 FEET; THENCE N 62°38'30" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 5.00 FEET TO A POINT ON A 460.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°22'59" AN ARC DISTANCE OF 452.67 FEET, THE CHORD OF SAID CURVE BEARS N 00°49'59" E, A DISTANCE OF 434.63 FEET; THENCE N 29°01'29" E ALONG SAID FUTURE EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 39.29 FEET TO THE INTERSECTION WITH THE FUTURE SOUTHERLY NEBRASKA HIGHWAY NO. 2 RIGHT OF WAY LINE; THENCE S 58°04'03" E ALONG SAID FUTURE SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 125.63 FEET TO AN INTERSECTION OF THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF NEBRASKA HIGHWAY NO. 2 AND THE EASTERLY EXISTING SOUTH 84TH STREET RIGHT OF WAY LINE; THENCE S 74°45'16" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 74.68 FEET; THENCE S 48°10'50" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 301.81 FEET; THENCE S 54°27'15" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE S 58°59'08" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 290.85 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE S 54°27'18" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1615.21 FEET; THENCE S 51°36'51" E ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 43.11 FEET; THENCE S 35°32'47" W, A DISTANCE OF 346.74 FEET; THENCE S 56°35'33" W, A DISTANCE OF 36.02 FEET TO THE POINT OF CURVATURE OF A 369.50 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHWEST; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°15'29" AN ARC DISTANCE OF 137.09 FEET, THE CHORD OF SAID CURVE BEARS N 46°26'38" W, A DISTANCE OF 136.31 FEET; THENCE N 57°04'22" W, A DISTANCE OF 425.17 FEET; THENCE S 54°44'21" W, A DISTANCE OF 282.41 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS

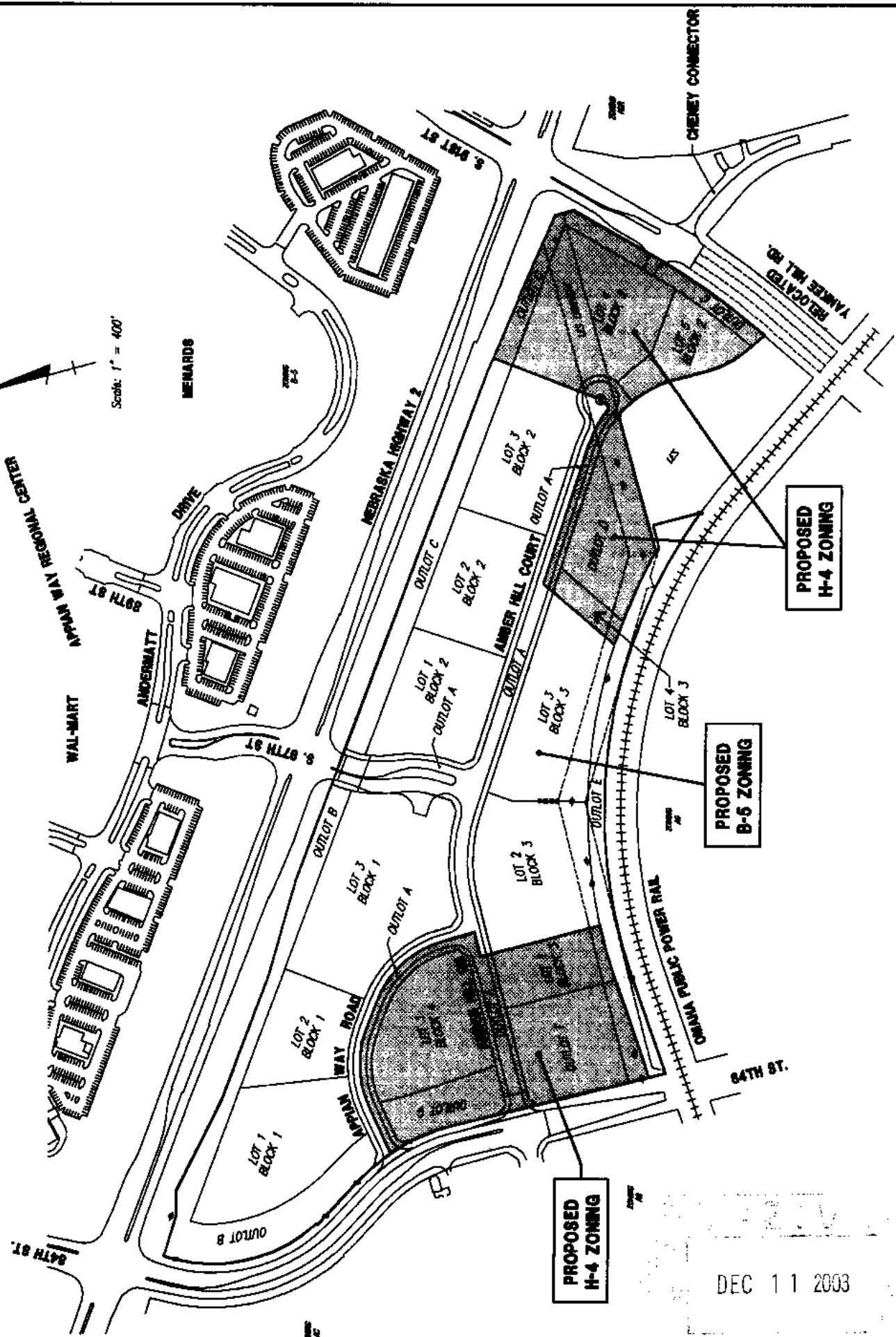
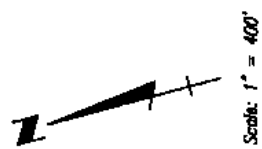
APPIAN WAY REGIONAL CENTER, PHASE 2

USE PERMIT LEGAL DESCRIPTION

CURVE, CONCAVE TO THE SOUTH; THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°15'22" AN ARC DISTANCE OF 303.41 FEET, THE CHORD OF SAID CURVE BEARS S 51°04'46" E, A DISTANCE OF 302.92 FEET TO A POINT ON THE SOUTHERLY LINE OF AN EXISTING LINCOLN ELECTRIC SYSTEM TRANSMISSION LINE EASEMENT RECORDED AS INSTRUMENT NUMBER 95-12607 AT THE LANCASTER COUNTY REGISTER OF DEEDS; THENCE S 89°01'14" W ALONG SAID EASEMENT LINE, A DISTANCE OF 10.53 FEET; THENCE S 59°00'27" E A DISTANCE OF 22.10 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER SECTION 23; THENCE N 89°58'00" E ALONG SAID QUARTER SECTION LINE, A DISTANCE OF 67.89 FEET; THENCE S 00°02'00" E A DISTANCE OF 146.74 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE OMAHA PUBLIC POWER DISTRICT'S RAILROAD LINE AND THE POINT OF CURVATURE OF A 1494.43 FOOT RADIUS CURVE, CONCAVE TO THE SOUTH; THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°34'19" AN ARC DISTANCE OF 1449.47 FEET, THE CHORD OF SAID CURVE BEARS N 66°52'50" W, A DISTANCE OF 1393.32 FEET; THENCE S 85°20'00" W ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 303.52 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF 84TH STREET, SAID POINT LOCATED 70.00 EASTERLY OF, PERPENDICULAR MEASUREMENT, THE WEST LINE OF SAID SOUTHWEST QUARTER SECTION 23; THENCE N 00°52'06" E ALONG SAID EXISTING EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 50.23 FEET; THENCE N 85°20'00" E, A DISTANCE OF 298.67 FEET TO THE POINT OF CURVATURE OF A 1544.43 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE EASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°37'11" AND ARC DISTANCE OF 178.44 FEET, THE CHORD OF SAID CURVE BEARS N 88°38'35" E, A DISTANCE OF 178.34 FEET; THENCE N 00°22'01" E, A DISTANCE OF 372.97 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 80; THENCE S 89°46'50" E, ALONG THE SOUTHERLY LINE OF SAID LOT 80, A DISTANCE OF 73.74 FEET; THENCE N 00°13'10" E, A DISTANCE OF 94.48 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°56'08" AND ARC DISTANCE OF 287.64 FEET, THE CHORD OF SAID CURVE BEARS N 27°14'54" W, A DISTANCE OF 276.75 FEET; THENCE N 54°42'58" W, A DISTANCE OF 83.46 FEET TO THE POINT OF CURVATURE OF A 300.00 FOOT RADIUS CURVE CONCAVE TO THE SOUTH; THENCE WESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 45°41'48" AND ARC DISTANCE OF 239.27 FEET, THE CHORD OF SAID CURVE BEARS N 77°33'52" W, A DISTANCE OF 232.98 FEET; THENCE S 79°35'14" W, A DISTANCE OF 150.77 FEET TO A POINT ON THE FUTURE EASTERLY RIGHT OF WAY LINE OF SOUTH 84TH STREET AND A POINT OF CURVATURE OF A 585.00 FOOT RADIUS CURVE CONCAVE TO THE WEST; THENCE NORTHERLY ALONG SAID FUTURE EASTERLY RIGHT-OF-WAY LINE AND SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°31'43" AND ARC DISTANCE OF 76.87 FEET, THE CHORD OF SAID CURVE BEARS N 23°06'03" W, A DISTANCE OF 76.81 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER SECTION AND THE POINT OF BEGINNING, CONTAINING AN AREA OF 1,544,508.30 SQUARE FEET (35.46 ACRES) MORE OR LESS.

DEC 22 2003

LANCASTER COUNTY PLANNING DEPARTMENT



PROPOSED
H-4 ZONING

PROPOSED
B-5 ZONING

PROPOSED
H-4 ZONING

DEC 11 2003

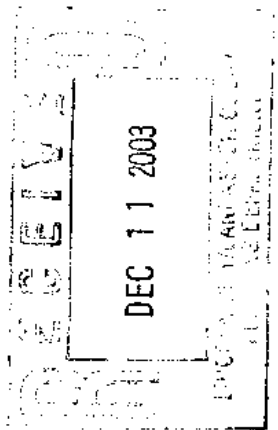
LAND USE

LOT	ZONE	FLOOR AREA (S.F.)	LOT AREA (A.C.)	USE	MIN. PARKING	MAX. HEIGHT (FT)	TRIP UNITS	TRIP RATES	PM PEAK HOUR TRIPS	INTERNAL TRIP REDUCTION	NET PM TRIPS	PASS BY REDUCTION	NET PM TRIPS
BLOCK 1													
1	B-5	15,000	3.27	Sit Down Formal Restaurant	150	40	1000 SF	10.86	163	15%	138	20%	111
2	B-5	12,000	1.91	Sit Down Formal Restaurant	120	40	1000 SF	10.86	130	15%	111	20%	89
3	B-5	7,300	4.73	** Gas Station/Convenience Store/Car Wash	NA	40	PER PUMP	13.19	284	15%	224	20%	179
BLOCK 2													
1	B-5	30,000	2.51	Commercial/Retail	135	40	1000 SF	2.59	78	15%	68	20%	53
2	B-5	30,000	2.50	Commercial/Retail	135	40	1000 SF	2.59	78	15%	68	20%	53
3	B-5	30,000	2.88	Commercial/Retail	135	40	1000 SF	2.59	78	15%	68	20%	53
4	H-4	22,500	3.32	*** Commercial/Retail	102	40	1000 SF	2.59	58	15%	50	20%	40
5	H-4	10,000	1.28	Mini Warehouses	10	40	1000 SF	0.26	3	15%	2	0%	2
BLOCK 3													
1	H-4	20,000	1.31	Warehouses	20	40	1000 SF	0.51	10	15%	9	0%	9
2	B-5	* 80,000	3.28	Hotel (110 Rooms)	110	40	PER ROOM	0.61	67	15%	57	0%	57
3	B-5	* 80,000	3.20	Hotel (110 Rooms)	110	40	PER ROOM	0.61	67	15%	57	0%	57
4	H-4	5,700	0.39	Mini Warehouses	6	40	1000 SF	0.26	1	15%	1	0%	1
BLOCK 4													
1	H-4	15,000	2.80	Sit Down Formal Restaurant	150	40	1000 SF	10.86	163	15%	138	20%	111
OUTLOTS													
A	B-5 & H-4	-	6.34	Public Access & Utilities	-	40	-	-	-	-	-	-	-
B	B-5	-	3.40	Green Space-Landscaping	-	40	-	-	-	-	-	-	-
C	B-5 & H-4	-	3.11	Green Space-Landscaping	-	40	-	-	-	-	-	-	-
D	H-4	-	2.12	Green Space-Landscaping-Storm Detention-Wetlands	-	40	-	-	-	-	-	-	-
E	B-5	-	2.05	For City Parks & Recreation Trail Corridor & Utilities	-	40	-	-	-	-	-	-	-
F	H-4	-	2.47	Green Space-Landscaping-Storm Detention-Wetlands	-	40	-	-	-	-	-	-	-
G	H-4	-	1.06	Green Space-Landscaping-Wetlands	-	40	-	-	-	-	-	-	-
TOTAL		357,500	53.53		1,183				1,160		985		815

* Hotels Based On Number Of Room
And 2-Story

** Gas Station With Convenience Store And Car Wash
Based On Number Of Pumps (12 Gasoline, 8 Diesel)

*** Commercial Retail With Limited Business Hours, No 24
Hour Business Such As Gas Station Or Convenience Store.

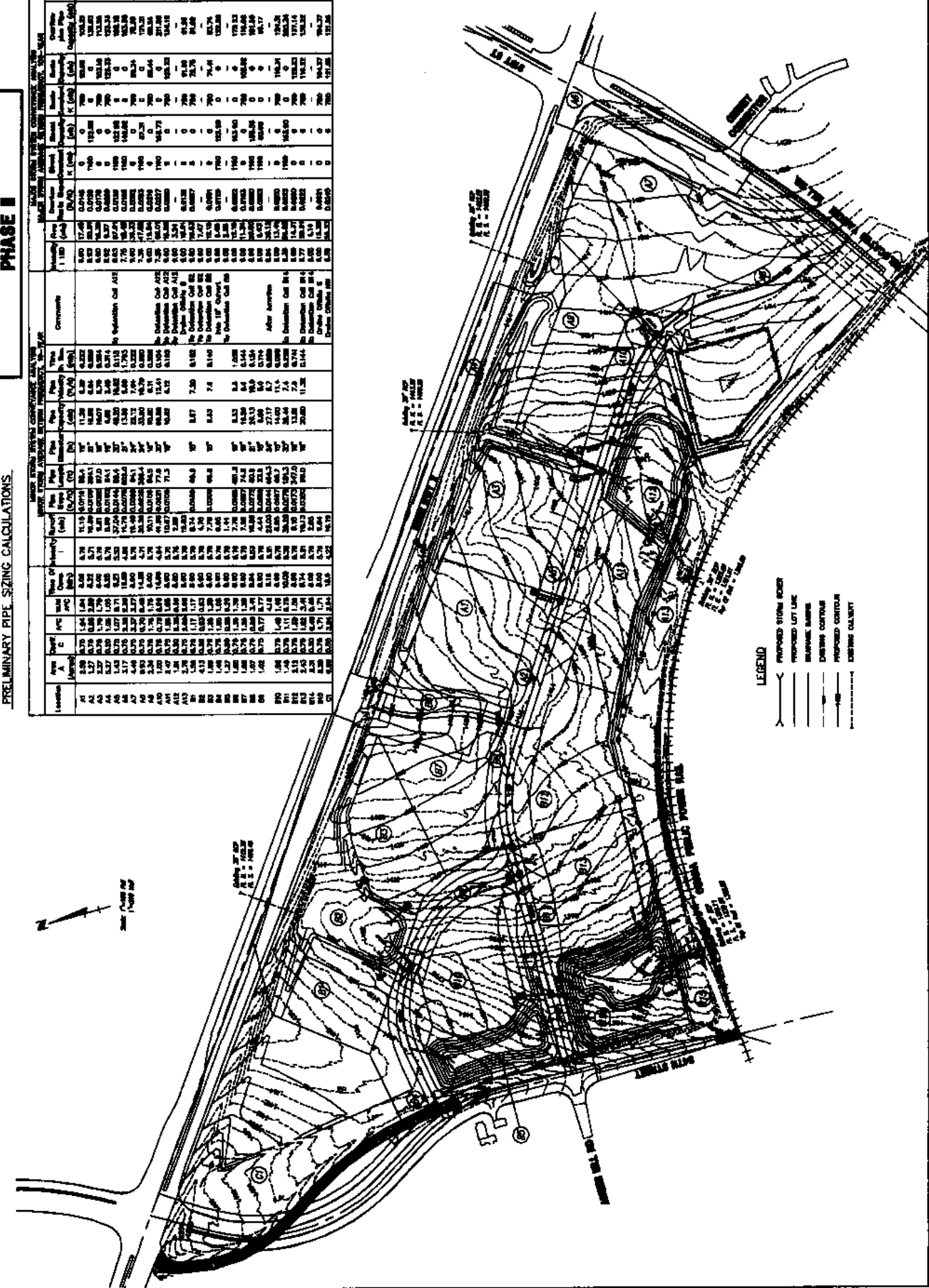


Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

APPIAN WAY REGIONAL CENTER
 PHASE I

PRELIMINARY PIPE SIZING CALCULATIONS

LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET									
LARGE AREA DATA COLLECTION DATA SHEET										LARGE AREA DATA COLLECTION DATA SHEET</									



- LEGEND**
 PROPOSED STORM SEWER
 PROPOSED LEFT LANE
 EXISTING RIGHT LANE
 EXISTING CENTERLINE
 EXISTING COLLECTOR

APPIAN WAY REGIONAL CENTER PHASE II

STAFF & HWY 2 DEVELOPMENT - LINCOLN, NEBRASKA
USE PERMIT AND SPECIAL PERMIT SITE PLAN
DRAINAGE PLAN
DRAINAGE PLAN
DRAINAGE PLAN AND EROSION CONTROL MEASURES

Scale: 1" = 100' H.S.
1" = 200' V.S.

PRE-DEVELOPED

RUNOFF DATA - BASIN A (TOTAL)
500 ACRES

PRE-DEVELOPED CONDITIONS				
CONTRIBUTING DRAINAGE AREA = 500 A.C.				
STORM	PRE-DEVELOPED CONDITIONS	PRE-DEVELOPED CONDITIONS	STORM	PRE-DEVELOPED CONDITIONS
PRECIP.	STORM RAINFALL TO CUPFALL	STORM RAINFALL TO CUPFALL	PRECIP.	STORM RAINFALL TO CUPFALL
(in)	(in)	(in)	(in)	(in)
2	112	274	NA	NA
10	514	274	NA	NA
100	528	289	NA	NA

RUNOFF DATA - BASIN B (TOTAL)
500 ACRES

PRE-DEVELOPED CONDITIONS				
CONTRIBUTING DRAINAGE AREA = 2748 A.C.				
STORM	PRE-DEVELOPED CONDITIONS	PRE-DEVELOPED CONDITIONS	STORM	PRE-DEVELOPED CONDITIONS
PRECIP.	STORM RAINFALL TO CUPFALL	STORM RAINFALL TO CUPFALL	PRECIP.	STORM RAINFALL TO CUPFALL
(in)	(in)	(in)	(in)	(in)
2	13	42	NA	NA
10	63	68	NA	NA
100	132	132	NA	NA

RUNOFF DATA - BASIN C (TOTAL)
500 ACRES

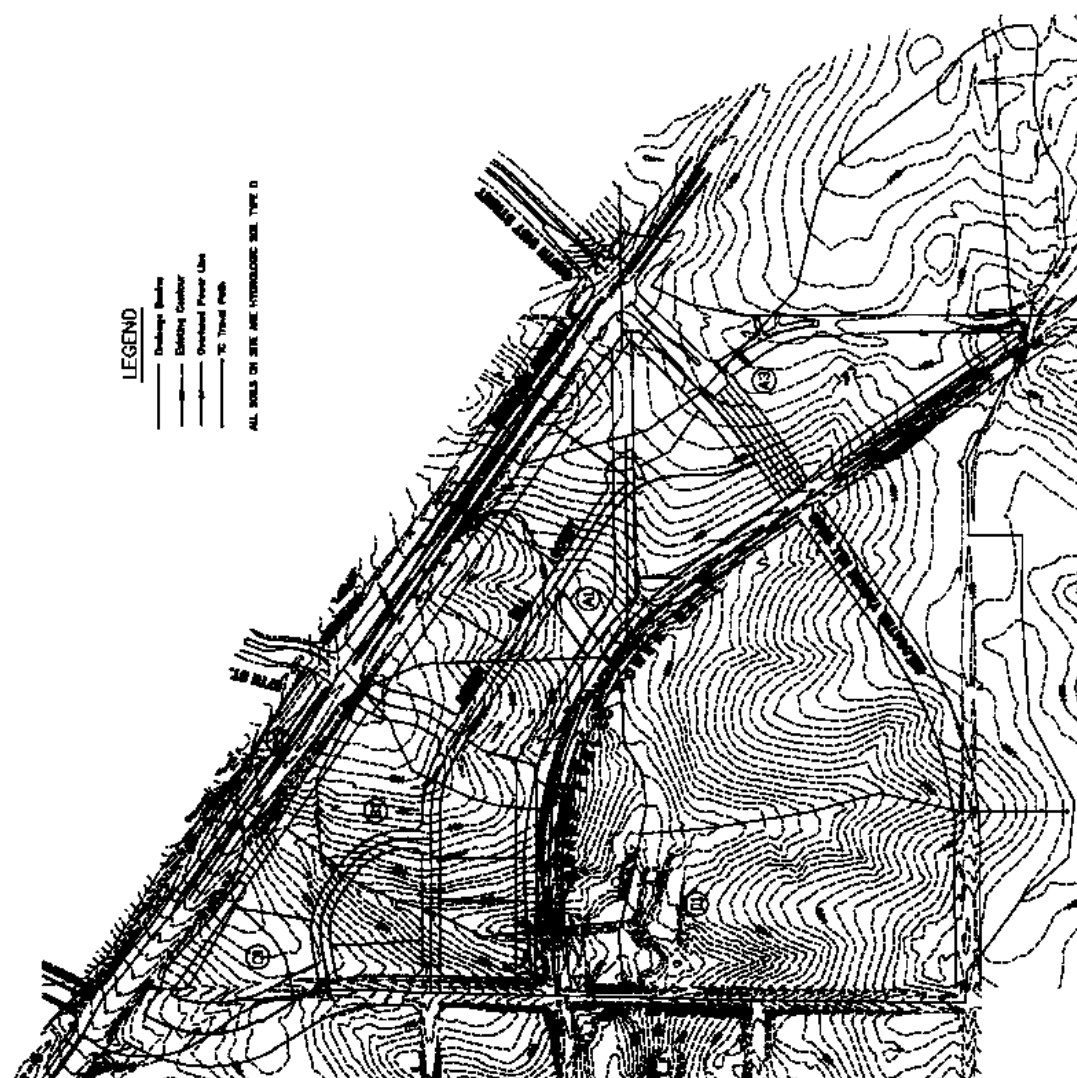
PRE-DEVELOPED CONDITIONS				
CONTRIBUTING DRAINAGE AREA = 540 A.C.				
STORM	PRE-DEVELOPED CONDITIONS	PRE-DEVELOPED CONDITIONS	STORM	PRE-DEVELOPED CONDITIONS
PRECIP.	STORM RAINFALL TO CUPFALL	STORM RAINFALL TO CUPFALL	PRECIP.	STORM RAINFALL TO CUPFALL
(in)	(in)	(in)	(in)	(in)
2	17	17	NA	NA
10	38	46	NA	NA
100	62	62	NA	NA

RUNOFF DATA - BASIN D (TOTAL)
500 ACRES

PRE-DEVELOPED CONDITIONS				
CONTRIBUTING DRAINAGE AREA = 171.37 A.C.				
STORM	PRE-DEVELOPED CONDITIONS	PRE-DEVELOPED CONDITIONS	STORM	PRE-DEVELOPED CONDITIONS
PRECIP.	STORM RAINFALL TO CUPFALL	STORM RAINFALL TO CUPFALL	PRECIP.	STORM RAINFALL TO CUPFALL
(in)	(in)	(in)	(in)	(in)
2	288	288	NA	NA
10	490	490	NA	NA
100	585	585	NA	NA

SUBAREA BREAKDOWN - PRE-DEVELOPED

SEWERAGE	AREA (ACRES)	PERCENT OF TOTAL	TIME OF CONCENTRATION (MINUTES)
1	1.00	58	4.32
2	1.00	58	4.32
3	1.00	58	4.32
4	1.00	58	4.32
5	1.00	58	4.32
6	1.00	58	4.32
7	1.00	58	4.32
8	1.00	58	4.32
9	1.00	58	4.32
10	1.00	58	4.32
11	1.00	58	4.32
12	1.00	58	4.32
13	1.00	58	4.32
14	1.00	58	4.32
15	1.00	58	4.32
16	1.00	58	4.32
17	1.00	58	4.32
18	1.00	58	4.32
19	1.00	58	4.32
20	1.00	58	4.32
21	1.00	58	4.32
22	1.00	58	4.32
23	1.00	58	4.32
24	1.00	58	4.32
25	1.00	58	4.32
26	1.00	58	4.32
27	1.00	58	4.32
28	1.00	58	4.32
29	1.00	58	4.32
30	1.00	58	4.32
31	1.00	58	4.32
32	1.00	58	4.32
33	1.00	58	4.32
34	1.00	58	4.32
35	1.00	58	4.32
36	1.00	58	4.32
37	1.00	58	4.32
38	1.00	58	4.32
39	1.00	58	4.32
40	1.00	58	4.32
41	1.00	58	4.32
42	1.00	58	4.32
43	1.00	58	4.32
44	1.00	58	4.32
45	1.00	58	4.32
46	1.00	58	4.32
47	1.00	58	4.32
48	1.00	58	4.32
49	1.00	58	4.32
50	1.00	58	4.32
51	1.00	58	4.32
52	1.00	58	4.32
53	1.00	58	4.32
54	1.00	58	4.32
55	1.00	58	4.32
56	1.00	58	4.32
57	1.00	58	4.32
58	1.00	58	4.32
59	1.00	58	4.32
60	1.00	58	4.32
61	1.00	58	4.32
62	1.00	58	4.32
63	1.00	58	4.32
64	1.00	58	4.32
65	1.00	58	4.32
66	1.00	58	4.32
67	1.00	58	4.32
68	1.00	58	4.32
69	1.00	58	4.32
70	1.00	58	4.32
71	1.00	58	4.32
72	1.00	58	4.32
73	1.00	58	4.32
74	1.00	58	4.32
75	1.00	58	4.32
76	1.00	58	4.32
77	1.00	58	4.32
78	1.00	58	4.32
79	1.00	58	4.32
80	1.00	58	4.32
81	1.00	58	4.32
82	1.00	58	4.32
83	1.00	58	4.32
84	1.00	58	4.32
85	1.00	58	4.32
86	1.00	58	4.32
87	1.00	58	4.32
88	1.00	58	4.32
89	1.00	58	4.32
90	1.00	58	4.32
91	1.00	58	4.32
92	1.00	58	4.32
93	1.00	58	4.32
94	1.00	58	4.32
95	1.00	58	4.32
96	1.00	58	4.32
97	1.00	58	4.32
98	1.00	58	4.32
99	1.00	58	4.32
100	1.00	58	4.32



LEGEND

- Drainage Lines
- Existing Conditions
- Proposed Features
- Proposed Roadway
- Proposed Storm Drain
- Proposed Sewer Line
- Proposed Water Main
- Proposed Gas Line
- Proposed Electric Line
- Proposed Telephone Line
- Proposed Cable TV Line
- Proposed Fiber Optic Line
- Proposed Other Utility

ALL DIMENSIONS ON THIS PLAN ARE IN FEET UNLESS OTHERWISE NOTED.

APPHAN WAY REGIONAL CENTER PHASE II

POST-DEVELOPED

BLANKET DATA - POND A1, BASIN A (OUTFALL)
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	50	27	1.1	1388.9
10	144	77	2.8	1402.4
100	230	87	4.3	1402.4

SUBAREA BREAKDOWN - POST-DEVELOPED
 SEE METHOD

SUBAREA	AREA (ACRES)	WETTED CULVERT	TIME OF CONCENTRATION (MINUTES)
A1	20.20	64	0.38
A2	8.76	77	0.44
B1	30.20	67	0.35
B2	7.49	64	0.31
B3	2.17	64	0.30
B4	2.38	77	0.30
B5	1.87	64	0.29
C1	78.21	87	0.27

STAGE STORAGE DATA
 PROPOSED RETENTION POND A1

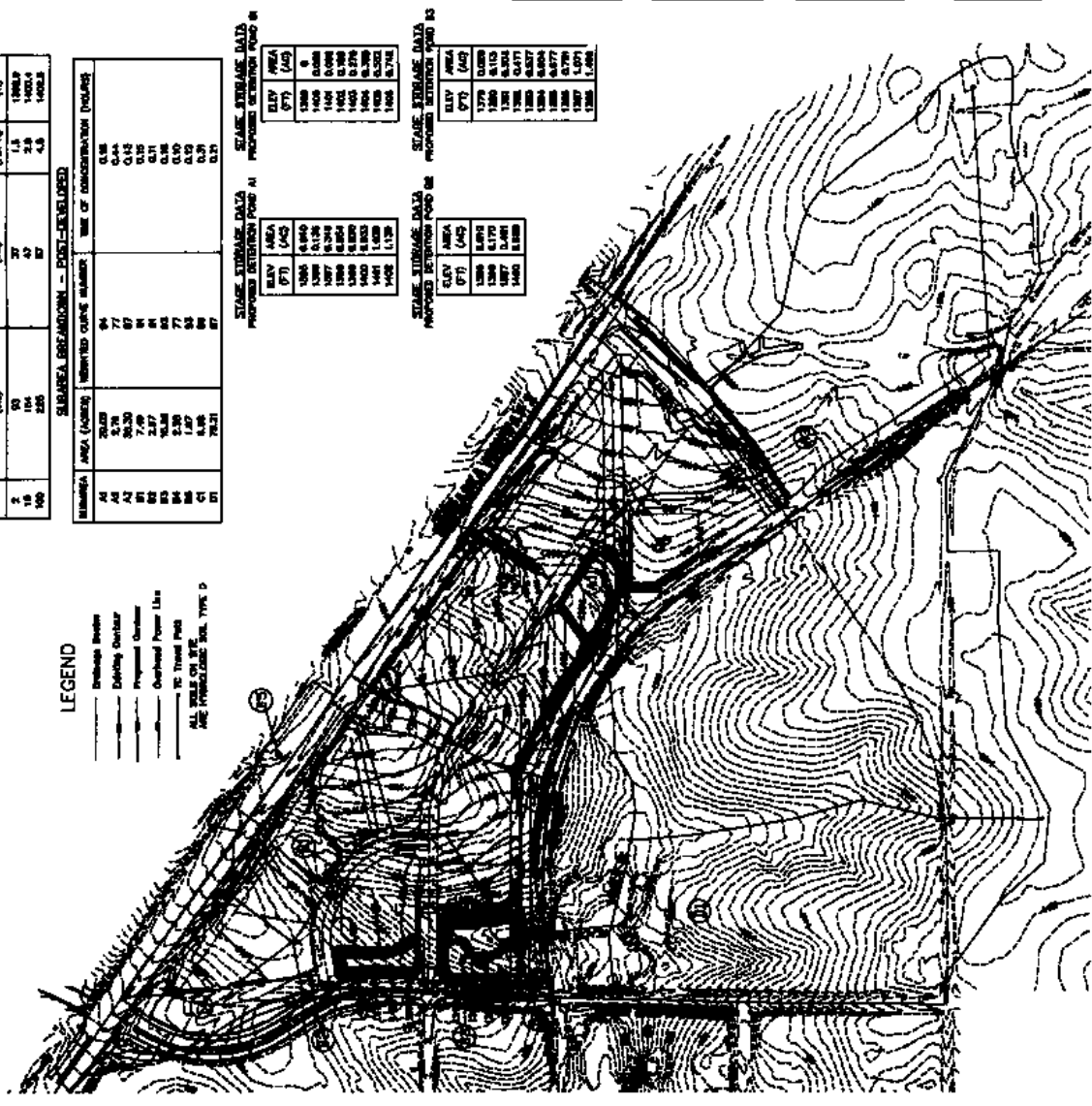
ELEV (FT)	AREA (AC)	ELEV (FT)	AREA (AC)
1388	0.000	1402	0.000
1389	0.000	1403	0.000
1390	0.000	1404	0.000
1391	0.000	1405	0.000
1392	0.000	1406	0.000
1393	0.000	1407	0.000
1394	0.000	1408	0.000
1395	0.000	1409	0.000
1396	0.000	1410	0.000
1397	0.000	1411	0.000
1398	0.000	1412	0.000
1399	0.000	1413	0.000
1400	0.000	1414	0.000
1401	0.000	1415	0.000
1402	0.000	1416	0.000
1403	0.000	1417	0.000
1404	0.000	1418	0.000
1405	0.000	1419	0.000
1406	0.000	1420	0.000
1407	0.000	1421	0.000
1408	0.000	1422	0.000
1409	0.000	1423	0.000
1410	0.000	1424	0.000
1411	0.000	1425	0.000
1412	0.000	1426	0.000
1413	0.000	1427	0.000
1414	0.000	1428	0.000
1415	0.000	1429	0.000
1416	0.000	1430	0.000
1417	0.000	1431	0.000
1418	0.000	1432	0.000
1419	0.000	1433	0.000
1420	0.000	1434	0.000
1421	0.000	1435	0.000
1422	0.000	1436	0.000
1423	0.000	1437	0.000
1424	0.000	1438	0.000
1425	0.000	1439	0.000
1426	0.000	1440	0.000
1427	0.000	1441	0.000
1428	0.000	1442	0.000
1429	0.000	1443	0.000
1430	0.000	1444	0.000
1431	0.000	1445	0.000
1432	0.000	1446	0.000
1433	0.000	1447	0.000
1434	0.000	1448	0.000
1435	0.000	1449	0.000
1436	0.000	1450	0.000
1437	0.000	1451	0.000
1438	0.000	1452	0.000
1439	0.000	1453	0.000
1440	0.000	1454	0.000
1441	0.000	1455	0.000
1442	0.000	1456	0.000
1443	0.000	1457	0.000
1444	0.000	1458	0.000
1445	0.000	1459	0.000
1446	0.000	1460	0.000
1447	0.000	1461	0.000
1448	0.000	1462	0.000
1449	0.000	1463	0.000
1450	0.000	1464	0.000
1451	0.000	1465	0.000
1452	0.000	1466	0.000
1453	0.000	1467	0.000
1454	0.000	1468	0.000
1455	0.000	1469	0.000
1456	0.000	1470	0.000
1457	0.000	1471	0.000
1458	0.000	1472	0.000
1459	0.000	1473	0.000
1460	0.000	1474	0.000
1461	0.000	1475	0.000
1462	0.000	1476	0.000
1463	0.000	1477	0.000
1464	0.000	1478	0.000
1465	0.000	1479	0.000
1466	0.000	1480	0.000
1467	0.000	1481	0.000
1468	0.000	1482	0.000
1469	0.000	1483	0.000
1470	0.000	1484	0.000
1471	0.000	1485	0.000
1472	0.000	1486	0.000
1473	0.000	1487	0.000
1474	0.000	1488	0.000
1475	0.000	1489	0.000
1476	0.000	1490	0.000
1477	0.000	1491	0.000
1478	0.000	1492	0.000
1479	0.000	1493	0.000
1480	0.000	1494	0.000
1481	0.000	1495	0.000
1482	0.000	1496	0.000
1483	0.000	1497	0.000
1484	0.000	1498	0.000
1485	0.000	1499	0.000
1486	0.000	1500	0.000

STAGE STORAGE DATA
 PROPOSED RETENTION POND B2

ELEV (FT)	AREA (AC)	ELEV (FT)	AREA (AC)
1398	0.000	1402	0.000
1399	0.000	1403	0.000
1400	0.000	1404	0.000
1401	0.000	1405	0.000
1402	0.000	1406	0.000
1403	0.000	1407	0.000
1404	0.000	1408	0.000
1405	0.000	1409	0.000
1406	0.000	1410	0.000
1407	0.000	1411	0.000
1408	0.000	1412	0.000
1409	0.000	1413	0.000
1410	0.000	1414	0.000
1411	0.000	1415	0.000
1412	0.000	1416	0.000
1413	0.000	1417	0.000
1414	0.000	1418	0.000
1415	0.000	1419	0.000
1416	0.000	1420	0.000
1417	0.000	1421	0.000
1418	0.000	1422	0.000
1419	0.000	1423	0.000
1420	0.000	1424	0.000
1421	0.000	1425	0.000
1422	0.000	1426	0.000
1423	0.000	1427	0.000
1424	0.000	1428	0.000
1425	0.000	1429	0.000
1426	0.000	1430	0.000
1427	0.000	1431	0.000
1428	0.000	1432	0.000
1429	0.000	1433	0.000
1430	0.000	1434	0.000
1431	0.000	1435	0.000
1432	0.000	1436	0.000
1433	0.000	1437	0.000
1434	0.000	1438	0.000
1435	0.000	1439	0.000
1436	0.000	1440	0.000
1437	0.000	1441	0.000
1438	0.000	1442	0.000
1439	0.000	1443	0.000
1440	0.000	1444	0.000
1441	0.000	1445	0.000
1442	0.000	1446	0.000
1443	0.000	1447	0.000
1444	0.000	1448	0.000
1445	0.000	1449	0.000
1446	0.000	1450	0.000
1447	0.000	1451	0.000
1448	0.000	1452	0.000
1449	0.000	1453	0.000
1450	0.000	1454	0.000
1451	0.000	1455	0.000
1452	0.000	1456	0.000
1453	0.000	1457	0.000
1454	0.000	1458	0.000
1455	0.000	1459	0.000
1456	0.000	1460	0.000
1457	0.000	1461	0.000
1458	0.000	1462	0.000
1459	0.000	1463	0.000
1460	0.000	1464	0.000
1461	0.000	1465	0.000
1462	0.000	1466	0.000
1463	0.000	1467	0.000
1464	0.000	1468	0.000
1465	0.000	1469	0.000
1466	0.000	1470	0.000
1467	0.000	1471	0.000
1468	0.000	1472	0.000
1469	0.000	1473	0.000
1470	0.000	1474	0.000
1471	0.000	1475	0.000
1472	0.000	1476	0.000
1473	0.000	1477	0.000
1474	0.000	1478	0.000
1475	0.000	1479	0.000
1476	0.000	1480	0.000
1477	0.000	1481	0.000
1478	0.000	1482	0.000
1479	0.000	1483	0.000
1480	0.000	1484	0.000
1481	0.000	1485	0.000
1482	0.000	1486	0.000
1483	0.000	1487	0.000
1484	0.000	1488	0.000
1485	0.000	1489	0.000
1486	0.000	1490	0.000
1487	0.000	1491	0.000
1488	0.000	1492	0.000
1489	0.000	1493	0.000
1490	0.000	1494	0.000
1491	0.000	1495	0.000
1492	0.000	1496	0.000
1493	0.000	1497	0.000
1494	0.000	1498	0.000
1495	0.000	1499	0.000
1496	0.000	1500	0.000

LEGEND

- Embankment Boundary
- Existing Outfall
- Proposed Outfall
- Overhead Power Line
- ROAD RIGHT OF WAY
- ALL OTHER FEATURES SEE TYPE D



BLANKET DATA - BASIN A (OUTFALL)
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	100	100	1.0	1388.9
10	171	171	2.7	1402.4
100	240	240	4.3	1402.4

BLANKET DATA - BASIN B (OUTFALL)
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	24	24	0.4	1388.9
10	34	34	0.6	1402.4
100	44	44	0.8	1402.4

BLANKET DATA - BASIN C (OUTFALL)
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	10	10	0.1	1388.9
10	30	30	0.3	1402.4
100	41	41	0.4	1402.4

BLANKET DATA - BASIN D (OUTFALL) INCLUDES BASINS A, B, & C
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	100	100	1.0	1388.9
10	171	171	2.7	1402.4
100	240	240	4.3	1402.4

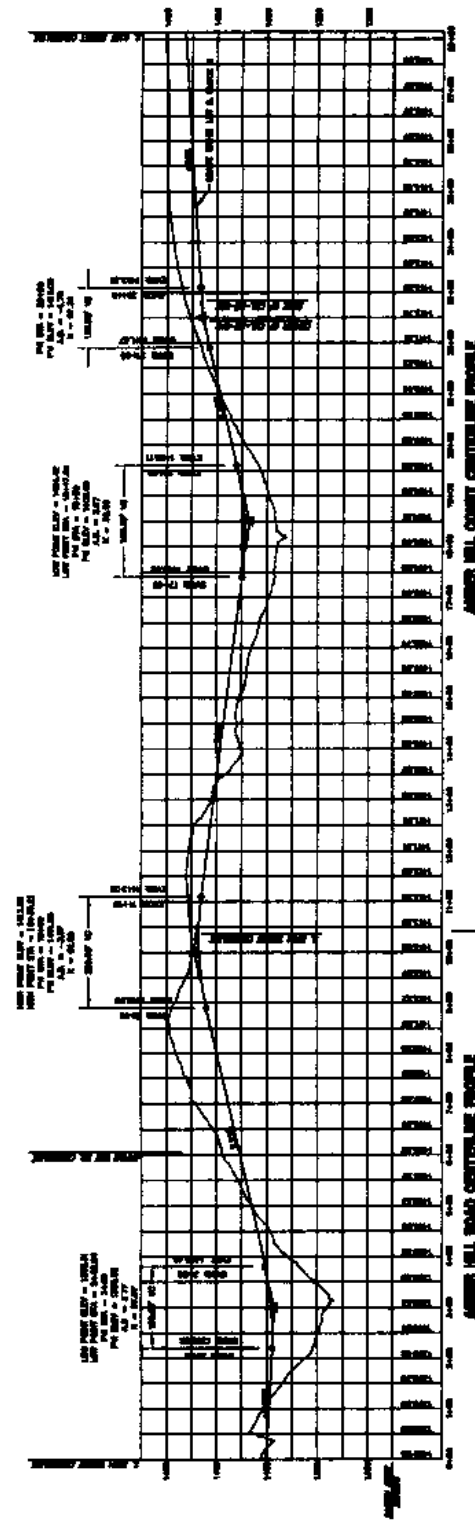
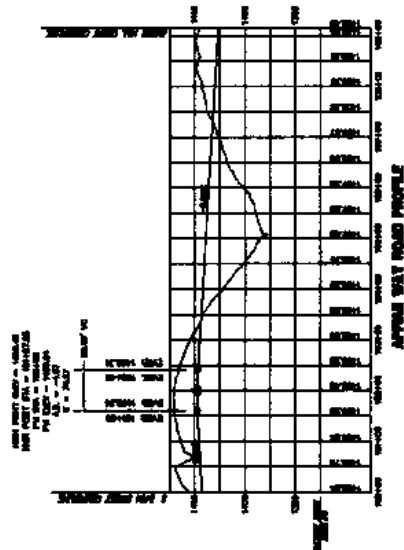
BLANKET DATA - POND B1, BASIN B (OUTFALL)
 SEE METHOD

STORM	POST-DEVELOPED CONDITIONS	POST-DEVELOPED CONDITIONS	STORAGE	WATER SURF
PRECIP.	STORM RUNOFF TO OUTFALL	OUTFALL RELEASE RATE	VOLUME (AC-FT)	ELEVATION (FT)
2	10	10	0.1	1388.9
10	30	30	0.3	1402.4
100	41	41	0.4	1402.4

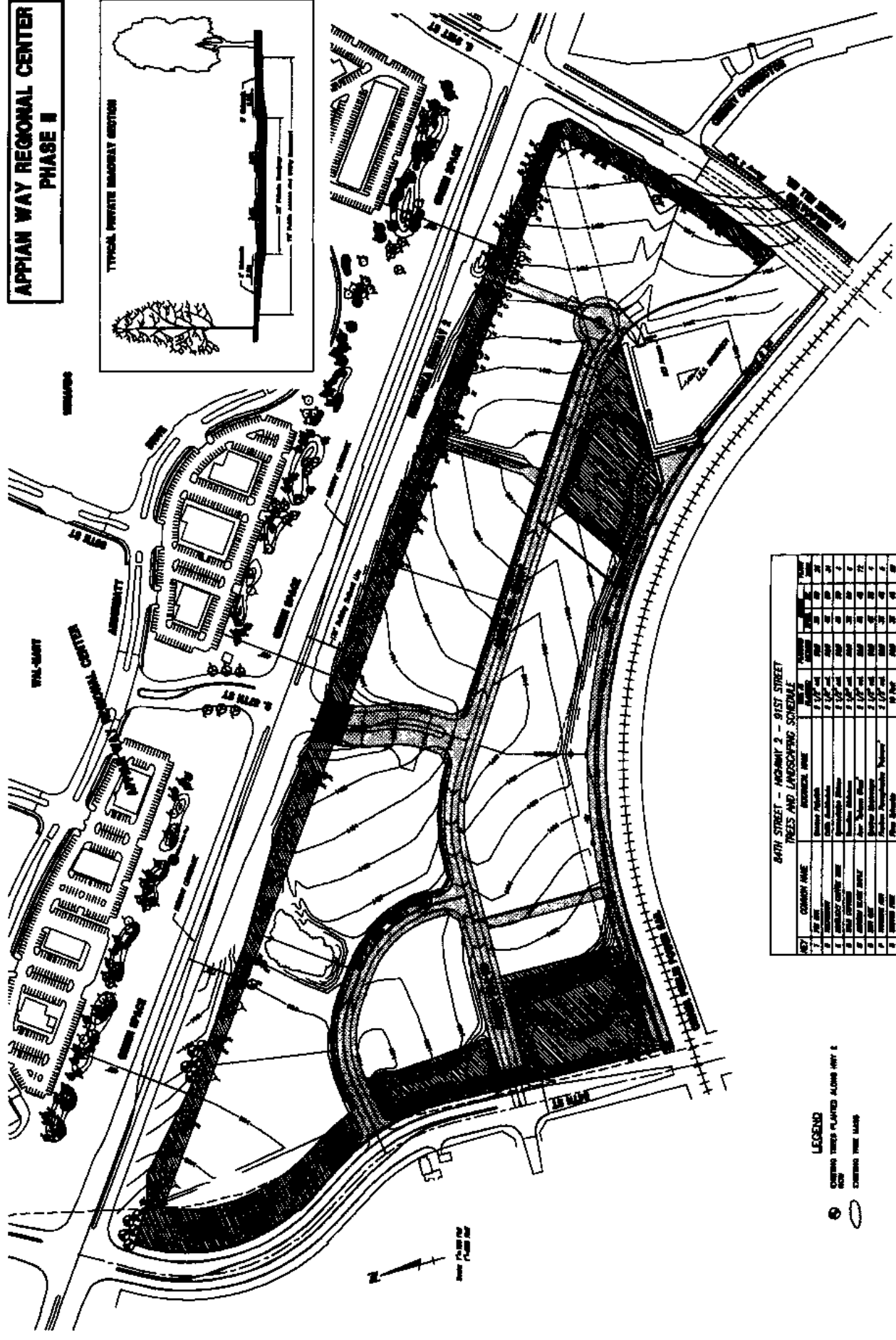
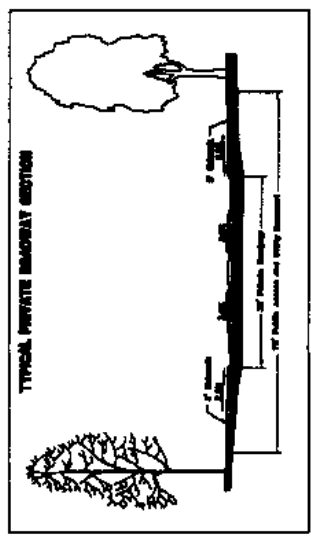
BLANKET DATA - POND C1, BASIN B (OUTFALL)
 SEE METHOD

BRIEF DATA - POND NO. 10 (OUTFALL)				
STORM PRECIP.	POST-DEVELOPED CONDITIONS STORM RUNOFF TO OUTFALL (cfs)	POST-DEVELOPED CONDITIONS OUTFALL RELEASE RATE (cfs)	STORAGE VOLUME (AC-FT)	WATER SURF ELEVATION (FEET)
2	10	8	0.1	1387.1
10	30	11	0.3	1392.6
100	34	12	1.0	1400.1

2000



APPIAN WAY REGIONAL CENTER
PHASE II



BATH STREET - HIGHWAY 2 - 91ST STREET
TREES AND LANDSCAPING SCHEDULE

NO.	COUNTY NAME	REMARKS	DATE	BY	DATE	BY
1	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
2	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
3	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
4	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
5	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
6	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
7	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
8	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
9	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
10	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
11	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
12	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
13	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
14	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
15	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
16	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
17	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
18	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
19	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT
20	PLANT	PLANT	PLANT	PLANT	PLANT	PLANT

LEGEND

○ COUNTRY TREES PLANTED ALONG HWY 2

○ COUNTRY TREES PLANTED

SEACREST & KALKOWSKI, P.C.

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3905

TELEPHONE (402) 435-6000
FACSIMILE (402) 435-6100

KENT SEACREST
E-MAIL: kent@sk-law.com

DANAY KALKOWSKI
E-MAIL: danay@sk-law.com

December 10, 2003

HAND DELIVERY

Marvin Krout
Planning Director
County-City Building
555 South 10th
Lincoln, NE 68508

DEC 11 2003

RE: Resubmittal for Phase 2 of Appian Way Regional Center
South of Highway 2 (South 84th Street to South 91st Street)
Change of Zone to B-5 and H-4, Use Permit, Special Permit and Annexation

Dear Marvin:

On behalf of Andermatt L.L.C. and Eiger Corp. we are hereby resubmitting plans for the area south of Highway 2 and north of the railroad tracts between South 84th Street and South 91st Street ("Property"). Andermatt and Eiger are either the owner of or have a contract interest in all of the Property. Several changes have been made to the plans originally submitted by HWS which necessitate a new review. Eiger is requesting that the Property be rezoned from AG to B-5 and H-4. A Use Permit is requested for that portion of the Property rezoned B-5 and a Special Permit for Planned Service Commercial is requested for that portion of the Property rezoned H-4.

Eiger is requesting annexation of the Property. All of the Property except for Lots 108 and 109 I.T., located in Section 23, Township 9 North, Range 7 East of the 6th P.M., Lancaster County, Nebraska (the "Lots") abutting South 91st Street was included within the Conditional Annexation and Zoning Agreement for S. 84th & Highway 2 ("Annexation Agreement"). The Annexation Agreement contained a P.M. Peak Hour Net Commercial Vehicle Trip cap of 1,239 trips for the property located south of Highway 2 ("South Trip Cap"). Eiger is proposing that the Lots be included within the "South Area" identified in the Annexation Agreement subject to the South Trip Cap. By means of this letter, Eiger is requesting a determination from the Impact Fee Administrator that if the Lots are included within the South Area subject to the South Trip Cap, they will not be subject to the imposition of the arterial street impact fee if development stays within the cap. The Lots would, however, remain subject to the imposition of wastewater, water distribution and water system impact fees. Once this determination is made, an annexation agreement can be prepared for the Lots that make it subject to the South Trip Cap and outline an additional right turn lane necessitated by the development of the property.

Enclosed please find the following:

1. City of Lincoln Zoning Application for Changes of Zone, Use Permit and Special Permit
2. Additional application fee of \$585 for the Special Permit
3. 21 copies (7 sheets) of the Use Permit and Special Permit plans

We have ordered an ownership certificate for the Property and will provide it to you within the next week. If you have any questions regarding the above, please call me.

Yours very truly,


DANAY KALKOWSKI
For the Firm

Enclosure

cc: Tom Huston
Kelvin Korver
Michaela Hansen
Rick Peo
Steve Henrichsen

DEC 11 2003

SEACREST & KALKOWSKI, P.C.

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3905

TELEPHONE (402) 435-6000
FACSIMILE (402) 435-6100

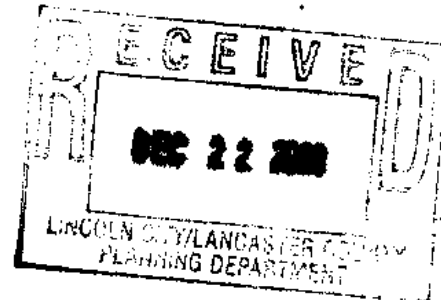
KENT SEACREST
E-MAIL: kent@sk-law.com

DANAY KALKOWSKI
E-MAIL: danay@sk-law.com

December 22, 2003

VIA FACSIMILE

Brian Will
Planning Department
County-City Building
555 South 10th Street
Lincoln, NE 68508



RE: Waiver Requests for Appian Way Regional Center – Phase II

Dear Brian:

Enclosed please find additional information regarding the waivers requested as part of the above use permit and special permit applications.

- 1) No sidewalks along Highway 2

The Developer is proposing no sidewalks along Highway 2 because of safety concerns and to be consistent with development on the north side of the Highway.

- 2) Transferring from one sewage basin to another.

The site will be sewered by the "Antelope Creek Basin Sewer System" even though it is over the ridge in a different drainage basin. This transfer was accounted for in previous sewer studies. The property owners agreed to pay the city their share of the required downstream improvements to the Antelope Basin Sewer System in order to provide capacity for the transfer of sewage over the basin ridge line. This transfer was made a part of the conditional Annexation and Zoning Agreement for S. 84th & Highway 2 dated November 13, 2001.

- 3) Amber Hill Court length of 1203 feet from 87th to cul-de-sac.

Developer requests a waiver to permit the cul-de-sac to be 1203 feet. If necessary, emergency vehicles could access the lots at the end of the cul-de-sac through Lot 4, Block 2.

- 4) Lot 4, Block 3 length to width ratio.

This waiver request was misstated. Eiger hereby requests a waiver of the minimum width requirement of 100 feet to allow a lot 75 feet in width.

- 5) Lot 5, Block 2 length to width ratio.

This waiver request is withdrawn because it is not necessary.

- 6) Setbacks adjacent to outlots.

The developer requests building setbacks of zero feet adjacent to outlots as illustrated on "Use Permit and Special Permit Site Plan." Outlots B, C, D, F and G are designated as nonbuildable green space and provide the building setbacks.

- 7) Requirements to submit a preliminary plat.

Because the use permit and special permit show many of the same details as a preliminary plat, Eiger Corp. is requesting a waiver of the requirement to submit a preliminary plat.

If you have any questions regarding the above or need any additional information, please call me.

Very truly yours,


DANAY KALKOWSKI
For the Firm

cc: Kim Beal, HWS

M e m o r a n d u m

To: Brian Will, Planning Department
From: Chad Blahak, Public Works and Utilities
Subject: Appian Way Regional Center Phase II
Date: 12/22/03
cc: Randy Hoskins

Engineering Services has reviewed the Use Permit for Appian Way Regional Phase II, located south of Hwy2 between South 91st Street and South 84th Street, and has the following comments:

Water Main - The 24" water main in South 84th Street should be extended to the south property line.

- Show 8" water main in Amber Hill Road from S 84th Street to Appian Way Road to provide frontage for Lot 1 Block 3 and to improve water circulation.
- Show 8" water main continuing around the Amber Hill Court cul-de-sac across Lot 5 frontage.

Sanitary Sewer - The sanitary sewer in Lot 2 Block 2 appears to be near a drainage ditch. The sewer needs to be shown such that the entire 30' sanitary easement is outside of the drainage ditch.

- There are sections of the sanitary sewer that are proposed to be at minimum slopes. Some of these sections are going to have low flows. It needs to be shown that the minimum velocity is achieved for the sewer given the low flow and flat slope.
- The sanitary sewer alignment near proposed manholes I & J needs to be revised. Manhole 'I' can be eliminated by revising the alignment.

Grading/Drainage - The proposed contours for South 84th Street and for Yankee Hill Road need to be shown on the grading plans.

- The inlets into detention cell B3 appear to outlet onto a platform above the main area of the cell. There appears to be an overflow spillway for the platform to the main area of the cell. This overflow area will need some stabilization treatments to prevent erosion on the spillway slope.
- Show minimum opening elevations for all lots abutting proposed detention cells and drainage ditches.
- The site plan shows areas of existing delineated wetlands on the site. Any disturbed wetland area will be required to be mitigated through an Army Corps of Engineers 404 Permit at the appropriate area ratios. Show on the plans the areas designated for mitigated wetlands or comment on the intended plan for mitigation.

Streets - A curb and gutter urban section including required left turn lanes should be shown for the full length of South 84th Street that abuts the boundary of the plat.

- Amber Hill Road on the west side of the intersection with South 84th Street may need to be reconstructed to match the lane configuration shown on the east side of the intersection.
- A minimum of 175' long dual left turn lanes should be shown in 87th Street at the Highway #2 intersection as shown in the August 17, 2000 traffic study.
- The traffic study should be revised to show the assumed trips from the identified uses in this plat and the traffic distribution of these trips at the public street intersections with streets in this plat.
- The developer should be required to pay for the extensions of 84th and 91st Streets needed to meet subdivision standards if Impact Fees are waived.
- Dimensions and geometry needs to be shown for all internal streets to ensure design standards compliance. Also, common access drives should be shown at shared property lines to minimize traffic conflicts on in the road system.
- The proposed driveway for Lot 4 Block 2 needs to be adjusted to be aligned with the Cheney connector intersection. A common access easement needs to be shown in Lot 4 Block 2 from the proposed driveway off of 91st Street to Lot 5 Block 2 as direct access to 91st from Lot 5 Block 2 will not be allowed. If a drive is to be allowed both lots should take access to it.
- Side walks need to be shown on both sides of the streets or a waiver needs to be requested with proper justification. Also, an internal connection to the bike path on along the south side of the project needs to be considered.

Waivers - The request to waive sidewalks along the south side Hwy #2 is satisfactory to public works as the development on the north side of Hwy #2 was not required to install sidewalks.

- The requested waiver of design standards to discharge sanitary sewer from one basin to another is acceptable.
- The requested waiver of design standards for cul-de-sac length is acceptable to Public Works.

General - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

TO: Brian Will	DATE: December 17, 2003
DEPARTMENT: Planning	FROM: Chris Schroeder
ATTENTION:	DEPARTMENT: Health
CARBONS TO: EH File EH Administration	SUBJECT: Appian Way Phase II SP #2046, CZ #3411 UP #150 Annex #03002

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the proposed development with the following items noted:

- The LLCHD notes that warehouses are a permitted use in the H-4 zoning district. The proposed change of zone would locate the H-4 zoning district adjacent to the AGR zoning district. The required front yard for these zoning districts and the street separation would provide a buffer of approximately 200 feet
- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.
- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

Memo



To: Brian Will, Planning Department

From: Mark Canney, Parks & Recreation

Date: December 19, 2003

Re: Appian Way Phase II

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have the following comments:

1. Scotch Pine and Austrian Pine are not acceptable tree species due to susceptibility to diplodia and other diseases. Please substitute with Colorado Green Spruce, Colorado Blue Spruce, Concolor Fir, Black Hills Spruce, or other hardy evergreen species.
2. Please provide public access easement and grade trail alignment with platform in conjunction with the adjoining development.
3. Pin Oak is not an acceptable tree species due to susceptibility to chlorosis. Please substitute with Swamp White Oak.
4. Street tree species are assigned to the following streets and/or private drives:

Appian Way Road – Aristocrat Pear

Amber Hill Road/Amber Hill Court – Autumn Purple Ash

S. 87th Street – Autumn Blaze Maple (NE Highway 2 to Amber Hill Road)
5. All private roadways need to be identified and labeled as such on the landscape plan.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.